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352 • October 2002

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TakingItEasy

This guy was driving on the wrong side of the road with his lights off. When stopped for **"dangerous driving,"** he said that he'd merely been looking for a black hole in space (Aren't we all).

He told his wife to keep on with her shopping while he fixed the car. She returned later to see a small group of people near the car. Taking a closer look, she saw a man's pair of legs protruding from under the chassis. Even though he was in shorts, the lack of underpants was very apparent—**his dick was exposed.** His wife couldn't stand the embarrassment so she reached down and tucked everything back into place. When she got back on her feet, she looked across the hood and there was her husband standing idly by. But the mechanic under the car was so unnerved that he required some stitches in his head.

This guy committed some sort of crime and ended up behind bars. He had wanted a divorce for a long time and figured he finally had the time to start the paperwork. But when he wrote the county clerk, he first had to admit that **he couldn't remember his wife's name.** So the county clerk did some research, came up with her name and the fact that she had long ago returned to Mexico. With such vital information at hand, he got down to the project at hand.

Fresh from our "Things Have Gone Too Damned Far" Department: There's a restaurant in a brand new Ritz Carlton hotel in New York City that employs what it believes is the world's first **"water steward"**—to recommend which bottled waters from its collection go best with which fancy dishes. Jesus on a pogo stick, what's next?

A high school baseball pitcher was hit in the head by a line drive. So of course he filed a lawsuit against the makers of the baseball bat, claiming that the company's aluminum bats are **"unreasonably dangerous"** to pitchers because they are designed to hit baseballs very, very hard. That hit in the head really did a number to his thinking.

An inmate was arrested on contraband charges after authorities discovered he was **selling cigarettes** (a prohibited item) at $2 each to cellmates. To produce the cigarettes, he allegedly had swallowed several plastic bags of tobacco just before turning himself in at the jail and once inside, patiently waited for nature to take its course (Wow man, that's good shit!).

Some top-drawer minds at work: When a mother called 911 to report her drowning 2-year-old son in the filthy backyard pool, the **emergency person** who answered the call told her not to jump into the pool after her son because it was too dangerous.

In an online auction, two fans bid $525 and $600 to acquire a piece of **bubble gum** once briefly chewed by Arizona Diamondbacks baseball star Luis Gonzalez.

A would-be hold-up guy ran into a Florida bank waving his gun. He screamed, "Freeze, **mother stickers,** this is a fuck up!" Everyone cracked up and the gunman left with his tail between his legs.

There was a meeting scheduled for a new political group in Lagos, Nigeria, and the officials were very concerned that it might be rained out so they hired a professional rain doctor **(Mr. Chief Nothing Pass God)** for about $47 (and a bottle of gin) to keep the skies clear. The doctor hadn't even finished with his incantations when a rare March downpour completely washed out the event. The Chief said, "I haven't failed. What caused the downpour was that this job came unexpectedly" and that he had not had sufficient time to prepare. (Do you suppose his business slacked off after the incident?)

I read where a DUI offense in El Salvadore is a one-timer—because you're executed by a firing squad. So for those of you who **entertain thoughts of suicide,** just move to El Salvador, have a few drinks, get in a car, and the rest will take care of itself—and you.

Now get this: The U.S. Patent Office awarded a patent to Steven Olson, age 7, whose father had filed to help him protect a method of **swinging on a swing.** Here's the deal: While seated, if you pull alternately on one side of the chain/rope and then on the other side, while gradually introducing a forward-backward thrust, you can swing in an oval-shaped arc as long as the side-to-side motion is greater than the forward-backward motion. According to the Patent Office, licenses to use the patented method are available from the inventory.

At least they're keeping busy. A panel of European Union bureaucrats has been meeting in Brussels off and on for months now for the purpose of deciding the thorny question of **how many lumps** are permissible in a can of mushrooms (or pasta) sauce. They want to know how many lumps it takes before those foods are classified as "vegetables" which would be subject to much higher import taxes than "sauces." So far there's been no decision made. But they're working at it—trust me.

We all know that our wonderful goverment wastes money on some pretty goofy studies and bizarre causes, but lest we forget, here are some recent examples: $273,000 for Blue Springs, Missouri, to fight the incursion of **Goth culture** among its young people; $50,000 for San Luis Obispo, California, to remove gang members' tattoos (we aren't makin' this crap up); $450,000 to restore chimneys on Cumberland Island, Georgia; $240,000 for pecan research (yes, *pecan* research); $260,000 to explore asparagus technology; $200,000 to upgrade a kayak river course in Wausau, Wisconsin; and a whopping $600,000 to research the sex life of the common ground squirrel. Now that you know where your tax dollars are going you can sleep better at night.

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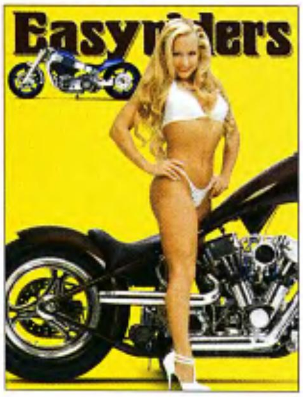

Russ Tom's Aluminator shot by Michael Lichter. Doug Lineback's chopper with awesome Amanda shot by Balls. Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale October 8, 2002. **Printed in the USA.**

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WordMonger

Get Real!

In response to the bike feature titled "Dapper Dan Man," (April issue), who's kidding who here? Let's set the story straight and stop the bullshit before it spreads any further.

The frame [shown below] is not a 2000 custom by Jeff Johnson. It is, in fact, about a '97 or '98 Bourget, as are the billet pegs and forward controls, swingarm and so on.

Let's give credit to the builders, not the fucking dreamers. I would be ashamed to be caught lying at a show by the manufacturer. Hell, I do customs like this and give credit to the people involved.

You don't see Billy Lane Choppers Inc. saying they build all their frames as in the "Brass Knuckle" article nor does Big Bear Choppers deny its scoots are kit bikes.

Tell the truth!

Eric Carter
Riverside, California

Too Many Trailer Jockeys

Wow! Just got back from having one hell of a great time at Myrtle Beach Bike Week. There's just never enough time to take it all in. But what I did take in was out of this world.

Speaking of taking things in, my eyes couldn't help but notice the overwhelming number of trailer jockeys on the road. Now I always say that "I buyed it to ride it." (Yeah, okay, I know that's not a word), and to each his own, but isn't the real fun of it all to ride there? I

sure as hell think so.

Yeah, the tits, beer, music, and parties are all great, but the biggest satisfaction comes from knowing that I rode my trusty Sportster from Pennsylvania to Myrtle Beach and back.

Now I will admit that maybe, just maybe, I could see some iota of justification in trailering a high-priced, custom, one-of-a-kind chopper. But a Harley Electra Glide or a Road King? Come on, people. These bikes are specifically designed and built for long distance riding. Ever hear the word "touring"?

Well, enough rambling on. Looking forward to next year and what's sure to be another blast!

The Kid
St. Clair, Pennsylvania

A Sharp-eyed Reader

You probably didn't realize that the gentleman in the blue flowered shirt on pages 112 and 114 of your June issue is none other than Michael Monarch, original lead guitarist for Steppenwolf. Not only is he responsible for the classic guitar sound in "Born To Be Wild," but also "The Pusher," and other Steppenwolf classics. All created when he was 19 years old! Judging from your photos, Michael seems to have his hands full with new projects.

Bill Weeks
Tulsa, Oklahoma

It's The Gulf

Tell that doofus Bruin Allen (June issue, "Odessa Odyssey") that the body of water he saw was not an ocean—it's the Gulf of Mexico—A GULF!

Tiger Turd
Mobile, Alabama

A Genuine H-D Shop

I just wanted to let you know about a genuine H-D shop (factory authorized) run by some really right-on bros.

I recently purchased a 1999 fuel-injected Road King Classic, with the extended warranty, from my brother-in-law in Oklahoma. I planned on riding it home to SoCal. Since he had not had a lick of trouble out of the bike, I felt pretty secure riding it home. The ride was going well from Gore all the way to the continental divide in New Mexico. Then I felt a single bad miss in the motor. It seemed strange, as the motor had been kicking some serious ass from my standpoint. From there it all went downhill. The motor started spitting and sputtering and barely ran long enough to get me off the road in one piece.

I stopped at a truck stop at exit 39 and went in to make a few phone calls. Since I couldn't find a closer H-D shop en route, I called the good folks at Grand Canyon Harley-Davidson in Bellmont, Arizona. It was 6:30 at night, and I didn't expect anyone would be there, but it seemed worth a shot. Kelly answered the phone and informed me that the shop guys had gone home. I explained my predicament to her, hoping she might point me to someone who could help. She put me on hold, momentarily, and then Steve came on the line. It was long after closing, and Steve had every right to tell Kelly to tell me to call back in the morning, but he did his level best to help me figure out the problem. Well, there was nothing I could do on the side of the road except get the bike trucked into a shop, as the cam bearings were shot (it was a strong suspicion) and the bike was going nowhere.

There wasn't a rental truck available in Gallup, New Mexico, the following day, and they couldn't promise they could get one for me. I needed to get moving. I had to be back at work, and there was barely a bar nearby to drown myself in. So I called back to GCH-D. Troy said he'd never sent a tow vehicle that far before, but he was willing to work with me on the cost and sent out a dude named Boulder to pick me up.

We got back to the shop, and a gray-beard tech took one listen to the motor and said he was pretty sure it was cam bearings. He went right to work and had a positive diagnosis in about three minutes. It was still under factory warranty for the cam bearings so they tried to call the motor company in Milwaukee, but it was too late—they were gone for the day and the next day was Friday.

Troy came in extra early Friday morning so he could call and order the cam bearing kit and plead for an overnight delivery for Saturday morning. The parts came in late Saturday morning and they got me on the road again—but not after spending time after the shop closed. I was so impressed with their "stand-up" way of doing business and spent much more money there than I normally would in a shop.

I didn't get everyone's names, but thanks to all who work at Grand Canyon H-D. They made an unpleasant experience one that I actually enjoyed.

Sharkman
Pomona, California

It's okay. You're allowed that slack-jaw look. Hey, you're not alone. That eyebrows-raised, mouth-dropped, head-scratchin', "what the hell!" reaction you're having right about now is pretty much universal. Everyone who first turns a head toward Billy Lane's latest—this hubless, but totally old-school rigid—does the same thing. That 240 Metzeler on its wide-open rear hoop just can't be right. And just what the heck is holding it all together? How does it work? Hell, does it work?

We'll answer that last question first. Billy's got 5,000 miles of saddle time on this scoot, and according to this custom chopper buildin' madman from Melbourne, Florida, the bike handles pretty much like any other custom.

Now for the how. Billy Lane's Choppers Inc. has turned out some wild rides in the past, but this time the guys have outdone even themselves. There's plenty to talk about here, but an explanation of that rear wheel is the obvious starting point. In Billy's words, the easiest way to comprehend what's going on here is to picture that big anodized circle mounted inside the wheel rim as a large, hollow axle. Those machined and anodized chunks of billet aluminum on each side of the bike's tail are solidly connecting that "axle" to a modified and reinforced Choppers Inc. rigid frame. Now, sandwiched between that oversized axle and the 8-inch-wide rim is one humongous roller bearing, sourced from deep inside the rotor transmission of, believe it or not, a helicopter. The rim spins around the "axle" on this bearing, and by the way, that bearing alone cost Billy $5,000. Want a hubless custom chopper from Choppers Inc.? Bring a fat wallet.

Billy spent a couple years thinking about and planning this whole concept, a little more time talking about it, and then in a six-month flurry of activity built it all. He made everything himself too, except for the parts that were too big to fit on his shop's equipment. The folks at Hallcraft Machine took care of those, with Billy's friend, Dave, guiding the gigantic lathes and mills according to Billy's engineering drawings.

It took some searching to find just the right bearing for this setup. It had to be not only sized correctly, but also rated for the loads and rpm it would see on a motorcycle. Harder still because during the search Billy didn't want to let the cat out of the bag, so to speak, and couldn't ask for help from any other custom bike builder. He was on his own here, all the way. (For the record, that helicopter bearing is rated for more weight, load, and speed than it'll ever see on a bike: Like over 2,000 rpm and 190,000 pounds of load, enough to cart around a whole bar full of fat chicks at 200 mph!)

Tying the look of all this high-tech engineering into a trademark Choppers Inc. old-school rigid wasn't easy. Billy says all the anodized color around the tail-end mechanicals was put there to help blend the old and new. He thought about chroming and polishing all that

One Good Turn

BILLY LANE GOES HUBLESS

mounting hardware, but the shiny approach just didn't work, visually speaking. "Too strange and futuristic looking, with absolutely nothing traditional-chopper going for it," he says. And talking traditional chopper, how about that "Peterbilt" oil tank? Cool, no? Billy built it up working off a pair of vintage Peterbilt emblems he picked up on eBay, using them to end-cap a tricky oil holder. And if you have the name Peterbilt on the bike you might as well have some chrome-plated trucker girls around, too. Since the chopper doesn't have mud flaps, Billy set the shiny long-haul vixens into a pair of foot pedals. The bike's oversized chrome fender works toward the big-rig theme, too.

No question, there's plenty to look at here; from the siamesed exhaust pipes on the RevTech motor, to the "Titty Bar" controls, to the dice-topped jockey shifter it's all cool stuff. It's all there to catch your eye and let you spend some time taking it in, too. Where some builders work hard trying to make a bike as smooth and clean as they can, sort of like a half-used bar of soap with a fancy paint job, Billy Lane goes the other way, "trying to make it 'dirty,'" he says. Hey, when it ends up like this, "dirty" is good.

Like what you see here? Who doesn't! Now, while that $5,000 axle bearing is obviously a limiting factor in making this setup available on a wide scale, there's hope for the financially challenged among us. See, Billy's found another, more reasonably priced bearing that he says will work just as well. He's finalizing the design changes needed to use it and is going to try his damnedest to offer this hubless feature on a production basis. Now that's custom!

Billy's hubless wonder bike blew

everybody away when it debuted at our V-Twin Expo. Then the wild chopper took first place Best of Show in the Judged class at our Easyriders Bike Show in Charlotte, North Carolina, before going on to win the big gold, first place Best of Show in the Invitational class in Columbus, Ohio. Billy went on to win Best Bike Builder of the Year at this year's prestigious ViQé Awards during the *VQ* Biker's Ball in Daytona, Florida.

To congratulate Billy or order a killer Choppers Inc. custom scoot of your own call 321-757-7262.

—*Joe Kress*

Watch for Billy Lane and Choppers Inc. on The Discovery Channel's new TV Special **Motorcycle Mania III,** ***airing in September and October. Check your local listings for dates and times.***

—Ed.

Owner: ....Choppers Inc.
City:..................Melbourne, Florida

General

Fabrication: ....Choppers Inc.
Year/make: ....2002 Hubless
Model:...............................chopper
Assembly: ....Choppers Inc.
Time: ....6 months
Chroming: ....Spacecoast Plating

Engine

Year: ....2001 RevTech
Rebuilder:..........................RevTech
Displacement:......100 cubic inches
Cam:..................................RevTech
Carb: ....Mikuni 45mm
Pipes: ....Choppers Inc.

Transmission

Year/make: ....2001 RevTech

Painting

Molding: ....Hot Spot Rolling Customs
Painter: ....Mike Martinez, Joe Richardson
Color:....................burgundy/creme
Type: ....House of Kolor

Frame

Year/make: ......2001 Choppers Inc.
Type:........................Diamond Rigid
Rake: 50-degrees
Stretch: ....8 inches up/4 inches forward

Accessories

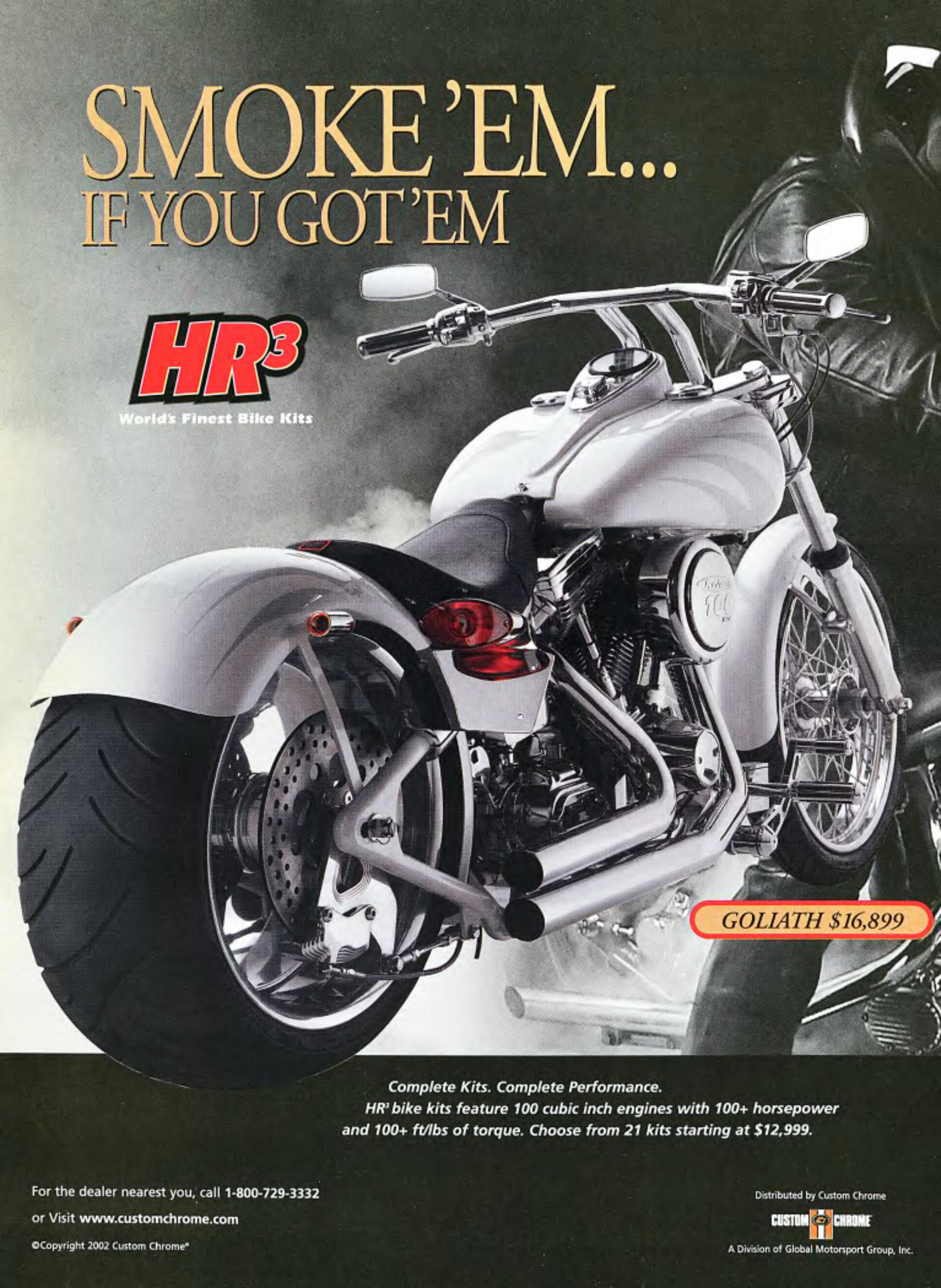
Handlebar:................Choppers Inc. "Titty Bars"
Handlebar controls:....Performance Machine
Fenders: ....Jesse James, modified
Headlight: ....Ness
Taillight: ..Choppers Inc. "Lucky 7"
Speedo: ....VDO
Pegs: ....Choppers Inc.
Foot controls: ....Mudflap Girls
Gas tank: ..Jesse James, modified
Oil tank:...................Choppers Inc.
Seat: ....PDQ Upholstery
Grips:........................Choppers Inc.

Front end

Type: ....Glide, plus-14
Builder: ....Chrome Specialties

Wheels

Make: ....Weld front, Choppers Inc. rear
Size: ....21-inch x 2.25; 18-inch x 8
Tires: ..Avon front; Metzler 240 rear
Brakes: ....Performance Machine
Photos: ....Michael Lichter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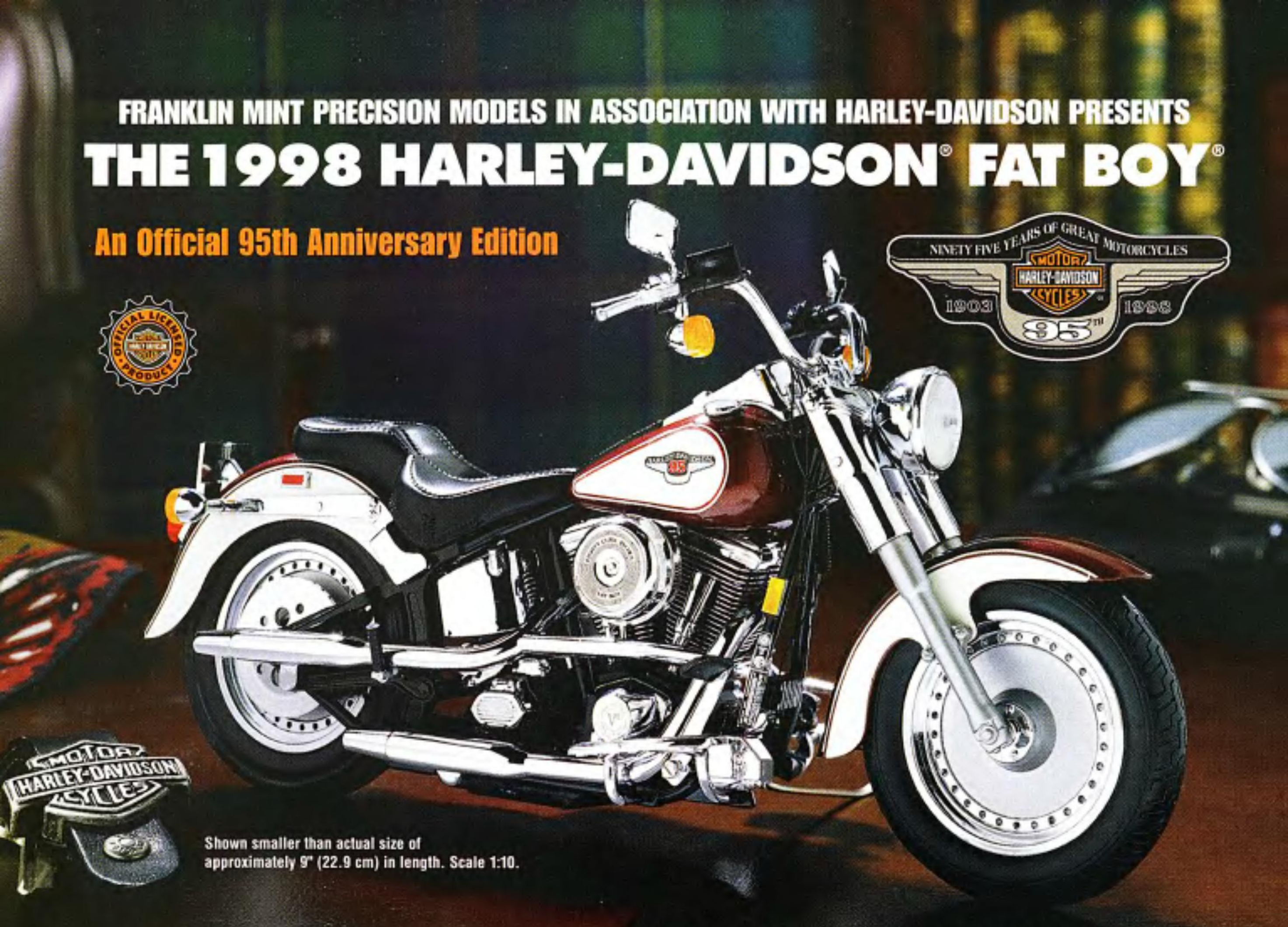

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ADDRESS ____________ APT. # ______

CITY ____________

STATE ____________ ZIP ______

TELEPHONE # (______) ____________

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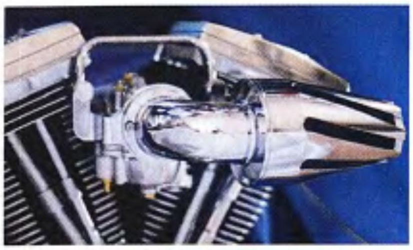
Quick Order # 21367-35-001

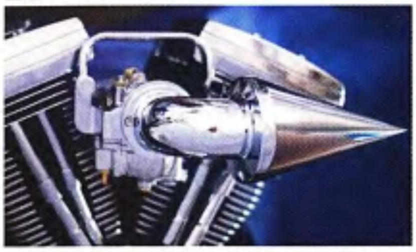
Manufactured by The Franklin Mint under license from Harley-Davidson Motor Company.

The Franklin Mint. Sharing Your Passion For Collecting.

www.franklinmint.com
AOL Keyword: Franklin Mint

PartsBox





Power Flow Series And Spike Series Air Cleaners

Get the look and performance of today's forward swept-style intake systems with the Power Flow intake and K&N air filter from D&M Custom Cycles. D&M tells us that their air cleaner increases airflow 20% over stock air cleaners. The kit includes a K&N performance filter element, and a machined chrome billet filter cone with 90-degree triple chrome-plated elbow. The Power Flow air cleaner can also be mounted in the upright position.

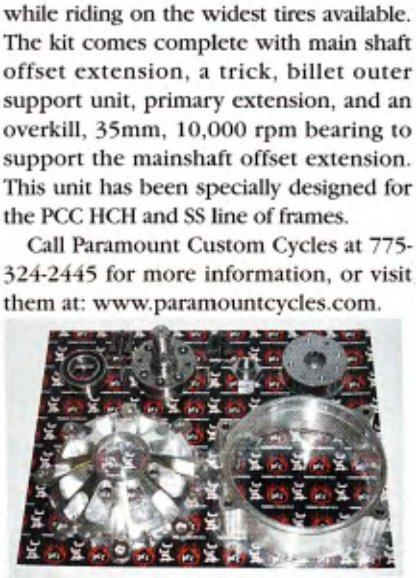
D&M's Spike Series intake and K&N air filter kit have a bolder, more aggressive look, with two wild styles that will make most any bike stand out from the crowd.

Call D&M Custom Cycles 507-359-1971 for more information.

Paramount Custom Cycles Answers The Wide-Tire Dilemma

Paramount Custom Cycles of Reno, Nevada, has solved the problem of the engine-to-primary offset by designing a very strong offset bearing support system for use on custom motorcycles. This system features complete lateral support on the engine main shaft on the inside of the primary pulley. It allows the motor to be balanced and centered in the chassis while riding on the widest tires available. The kit comes complete with main shaft offset extension, a trick, billet outer support unit, primary extension, and an overkill, 35mm, 10,000 rpm bearing to support the mainshaft offset extension. This unit has been specially designed for the PCC HCH and SS line of frames.

Call Paramount Custom Cycles at 775-324-2445 for more information, or visit them at: www.paramountcycles.com.



Bold Brake Rotors From Xtreme Machine

Xtreme Machine is now marketing its Slicer brake rotors. All Xtreme Machine brake rotors are designed to complement the company's extensive line of custom billet aluminum wheels and pulleys. They come in your choice of round or wavy rotor.

Each rotor comes fully polished or chrome plated.

For information call Xtreme Machine at 217-291-0200 or check out their Web site at www.xtrememachineusa.com

The "Informer" Gas Cap

This hot-looking "imitation" gas cap is the natural complement to Küryakyn's popular Flush Mount models. Besides the cool custom look, the informer contains an accurate color-coded LED fuel gauge and a battery "state-of-charge" gauge. A built-in light sensor adjusts the brightness of the LEDs so that they are visible during the day and won't blind the driver at night. This fits H-D models equipped with gas gauges mounted in the left-side gas cap and costs around $79.95.

Contact Küryakyn at 715-247-5008, or log on to www.kuryakyn.com.

SuperTrapp Road Legends Pipes

Paul Yaffe and SuperTrapp recently unveiled their new Road Legend-series, Mac 10's exhaust pipes. Featuring dramatic styling and flair, these shotgun drag pipes are available with your choice of smooth heat shields and no end caps or drilled heat shields and a set of matching drilled billet end caps for a wild styling statement. The Road Legend-series Mac 10's exhaust pipes will soon be available for '86 and later Softail applications.

Contact SuperTrapp at 216-265-8400 for more information.

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If any current ad offers a better deal on tires, helmets or exhaust systems (including freight, handling and C.O.D. charges), we'll beat it by a buck!

Want to know what bikes will be like tomorrow, ask Russ Tom. We've said this before, but you never know what Russ, Brian Mitchell and the Downtown Harley-Davidson (DH-D) team of Seattle are going to come up with next.

FUTURAMA

RUSS TOM'S ALUMINATING BLUE STREAK

Russ and Brian have a real knack for setting custom bike trends and showing us the future of fabricating. Many months before the world got a glimpse of Harley's V-Rod, Russ was working on a special construction bike utilizing a Twin Cam 88 B motor that had been beefed up to 1550 ccs using Screamin' Eagle performance heads, pistons, ignition, cam etc. A special all-aluminum Wasco perimeter frame was being designed that would carry oil inside the frame, featuring a single-sided swingarm, and look something like a muscular VR racebike for the street.

As the months passed and this bike came together I would often ride over to Downtown Harley and watch the progress on this experimental scoot.

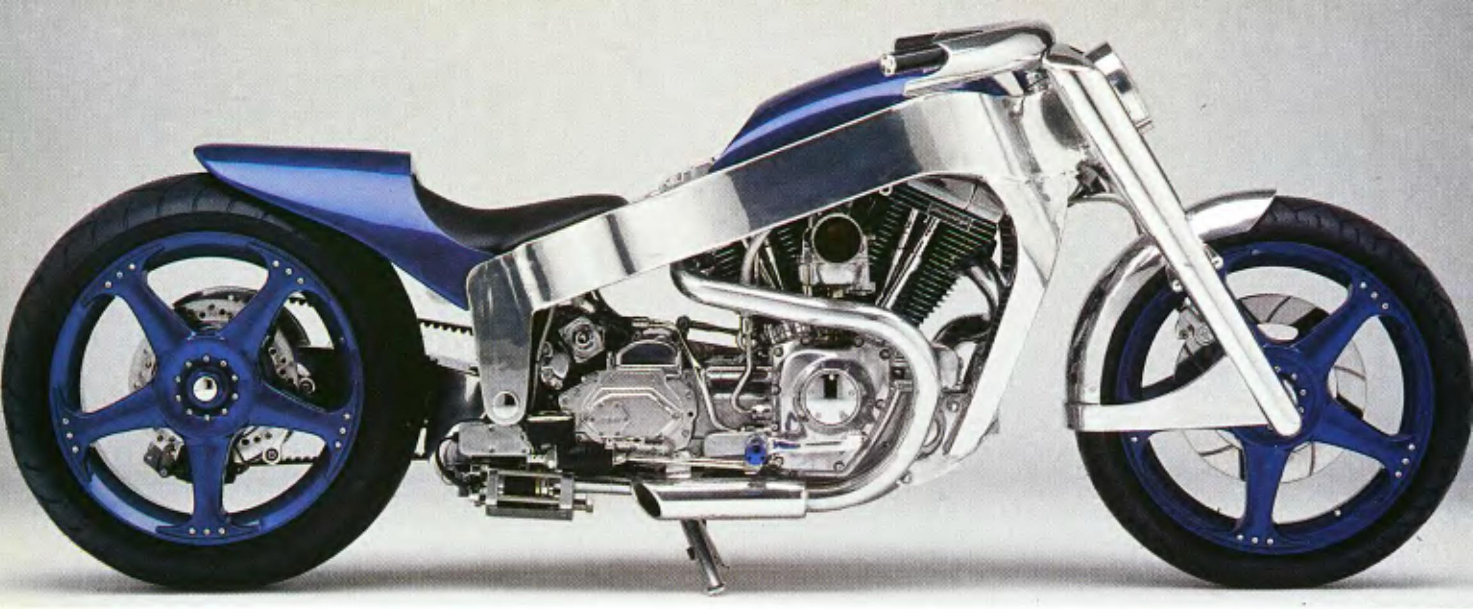
Russ would always be patiently massaging various sheet-metal pieces as Brian pulled out his hair over the extremely close tolerances between the frame, swingarm and Japanese car rear wheel. The rolling chassis utilizes quality Metzeler tires since they don't grow, which allows builders to put the fenders right down low without the tires raising up and exploding at high speed.

As the bike came together, fenders and the sleek gas tank was sent off to master painter Russ Foy for a cloak of electric blue House of Kolor paint. The futuristic blue streak sits down nice and low thanks to the Legends Air Suspension system, and even the cool center stand deploys and retracts with the push of a remote controlled button. The futuristic billet front end is the work of the fine Canadian folks at Goldammer. Pretty slick stuff.

The finished Aluminator (as Russ and Brian call it) debuted at our V-Twin Expo last February in Cincinnati where it blew everyone in the industry's minds. Then it made the trip to our Columbus Bike Show in Ohio, thanks to Donny Loos, where it ran away with first place Best of Show in the Judged class. DH-D's hard work also was noticed during Daytona Bike Week where the Aluminator won Best Bike of the Year at our *VQ* Awards in Daytona, Florida.

Now the question becomes, after turning the custom bike world on its ear, what do you do for an encore, Russ?

—Dave "Phantom" Nichols



Owner: ....Russ Tom
City: ....Seattle, Washington
General
Model: ....Aluminator
Year and make: 2002 Spec. Const.
Fabrication: ....DH-D
Chroming: ....Master Craft
Assembly: ....DH-D
Time: ....no comment
Engine
Year: 2001
Model: ....H-D Twin Cam 88 B
Rebuilder: ....DH-D
Ignition: ....Screamin' Eagle
Displacement: 1550cc
Lower end: ....DH-D
Pistons: ....Screamin' Eagle
Cases: ....Harley-Davidson
Heads: ....Screamin' Eagle
Cam: ....Screamin' Eagle
Pipes: ....DH-D
Transmission
Year: 2001
Make: ....Baker 6-speed
Painting
Molding: ....Custom Classics
Painter: ....Russ Foy
Color: ....blue
Type: ....House of Kolor
Frame
Year: 2002
Builder: ....Wasco/DH-D
Type: ....perimeter
Rake: ....28 degrees
Stretch: ....none
Shocks: ......Legend Air Suspension
Accessories
Bars: ....DH-D
Handlebar controls: ....none
Fenders: ....DH-D
Headlight: ....DH-D
Taillight: ....Joker Machine
Speedo: ....none
Pegs: ....DH-D
Electrics: ....DH-D
Foot controls: ....DH-D
Gas tank: ....DH-D
Oil tank: ....Wasco
Seat: ....Rich's
Grips: ....DH-D
Forks
Builder: ....Goldammer
Wheels
Type: ....Kosman front/DH-D rear
Size: 17-inch
Tires: ....Metzeler
Brakes: ..Performance Machine front/ Nissin rear
Photos: ....Michael Lichter

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MAGNA-RX+ Penis Enlargement System is absolutely the easiest and fastest doctor-recommended way to add 2", 3", even 5" of pure manhood to satisfy your lover like never before! In just a few short weeks, you'll be amazed as you watch your penis grow into the biggest, thickest, hardest one she's ever had, and the one she'll remember forever and ever! No penis enlargement system or pill is easier to use, works faster, or is more effective than the ***MAGNA-RX+*** Penis Enlargement Formula – GUARANTEED!

THE DOCTOR BEHIND *MAGNA-RX+*

The genius behind ***MAGNA-RX+*** is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients with erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also past-president of his State Society of Urologists. Over 7 years of research and testing, Dr. Aguilar made the amazing discovery that is now known as ***MAGNA-RX+:*** a powerful, 100% natural, Penis Enlargement Formula.

By using this proven formula daily, his patients dramatically increased their penis size by 2", 3", even 5" in only a few short weeks. And, best of all, ***MAGNA-RX+'s*** breakthrough herbal formula is 100% natural and safe, with no known side effects. There is absolutely no prescription necessary.

Individual results may vary. These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treat, cure, or prevent any disease.

ORGASMIC THRUST ACTIVATION

Only ***MAGNA-RX+*** pills contain the exclusive, trademarked **Orgasmic Thrust Activation** process. This factor alone would make ***MAGNA-RX+*** the most powerful **Penis Enlargement Formula** available at any price. Not only do men report amazing increases in penis length and thickness, but they are also equally delighted by the sheer intensity and concentrated power of their orgasms ***(as are their very satisfied lovers)!***

MAGNA-RX+: THE WORLD'S #1 PENIS ENLARGEMENT FORMULA & *STILL GROWING!*

In the past 12 months, demand for ***MAGNA-RX+*** has exploded worldwide as word of mouth spreads about what many medical experts have called the world's most powerful **Penis Enlargement Formula.** In one of this country's state-of-the-art pharmaceutical laboratories, under Dr. Aguilar's unwavering direction, a dedicated team of biochemists has meticulously worked around the clock to produce enough of ***MAGNA-RX+'s*** proprietary, all-natural botanical formula for men, just like yourself, who want a bigger, thicker, more energetic penis fast!

NOTHING ELSE TO BUY EVER AGAIN!

The ***MAGNA-RX+*** **Formula** is so powerful, so effective, so complete, we 100% guarantee that you will **NEVER** have to purchase any more than the 60-day supply included in this special offer. We could easily make ***MAGNA-RX+*** much weaker and then ask to automatically re-bill your credit card each month for the next 2 months, like some companies do. We focus on getting the best results, as quickly as possible. That is the secret of our success! With the ***MAGNA-RX+*** **System,** ***you can skyrocket 2", 3", even 5" in 60 days or less – with nothing else to buy ever again.***

WHAT RESULTS CAN YOU EXPECT?

Use the ***MAGNA-RX+*** **Penis Enlargement Formula** daily for 3-5 weeks (one potent pill a day is all you need), and:

- **You'll increase your penis size by 2 to 5 full inches**
- **Your penis will he thicker and fuller**
- **Your confidence level & self-esteem will soar**
- **You'll satisfy your lover like never before**

BUY 1, GET 1 FREE ($60 SAVINGS!)

If you're ready to become the biggest man you can be, then order your supply of ***MAGNA-RX+*** today. See for yourself, what thousands of satisfied men (and their lovers) have already discovered: ***MAGNA-RX+*** is the world's #1 best-selling **Penis Enlargement Formula** for one very simple reason: **IT WORKS & NOTHING ELSE CAN COMPARE!**

Need another reason to try ***MAGNA-RX+***? ***How about 50% OFF our regular price! MAGNA-RX+*** normally retails for $59.95 for a 30-day supply, but if you order now, ***we'll include a second month's supply absolutely FREE!*** Imagine being able to increase your penis size up to 5 full inches for less than a $1.00 a day!

WHAT SOME OF OUR SATISFIED CLIENTS HAVE TO SAY:

"I've been using your product for 2 months now. I've increased my length from 6" to nearly 8-1/2". Your product has helped me give a little extra to the love in my life." –W.B., Washington, D.C.

"I was amazed at how effective it was at increasing length and girth from 5" to 6-1/2" in just 3 weeks!!! Feel free to use this letter in your future advertisements." –V.W., Illinois

"My girlfriend loves the results, but she doesn't know what I do. She thinks it's natural, so help me!" –T.M., Oklahoma

"I'm too shy to tell the whole world, but I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more." –R.C., South Carolina

ALL LETTERS ON FILE

ADDITIONAL PRODUCTS FOR MEN & WOMEN!

Amazing New Sex Pill Gets Men Erect & Ready – Gets Women Hot & Eager!

SATIVOL

The secret is an enzyme from certain grasses that works on the centers of the brain concerned with libido (desire and performance). Now it's possible to manufacture a highly concentrated dose of the enzyme that has a pronounced effect upon humans!

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Sativol is proven effective in two research studies. These studies proved Sativol measurably (1) increased sexual desire (horniness), (2) increased performance (erections), (3) increased feeling (pleasure).

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- *Enjoy powerful erections with no midway letdown!*
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- *Continue or refire your sex life no matter your age (providing reasonable health).*
- *Watch as a woman who has turned her back on sex becomes eager once again!*

PROVEN IN TEST AFTER TEST! SOLVES SEX PROBLEMS FOR BOTH MEN & WOMEN!

regular $75.00
60 capsules for only
$49.95

MOTIVATOR
(motivate-her)

Just 1 of these tablets, used as directed, creates intense sexual feelings in women. The action begins about 5 minutes after you use the tablet. Best of all, the effect lasts for about 30 passion-filled minutes! Use these tablets and you'll find the effect is irresistible. ***Motivator*** (motivate-her) will set her on fire! Thousands of repeat customers since first offered in 1989. Precaution: get her permission before using.

24 tablets for **$12.00**

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I'm Peter North (a.k.a. Matt Ramsey) and I promise you "my private formula pills will inject incredible sex performance right into your penis." I've performed in over 800 videos and am known for my sexual endurance in take after take. I personally perfected ***Power Pills*** using highly concentrated doses of ingredients to ensure this highly charged sex performance day after day. You can have an erection and develop staying power and climax control just like me. That's why 87% of our customers reorder!

30 tablets for **$18.00** or
SAVE! *120 tablets for only* **$35.00**

ECONOMY PACK! SAVE $49.95! *all for only* **$89.95**
YOU GET: 60 MAGNA-RX+, 60 Sativol, 24 Motivator & 30 Power Pills *(regular $139.90)*

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Please ship the following. I enclose $________ ☐Check ☐Money Order ☐Cash

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☐**SATIVOL** *(60 capsules)*..............$49.95	Total Purchase........................$______
☐**MOTIVATOR** *(24 tablets)*...........$12.00	
☐**POWER PILLS** *(30 tablets)*.........$18.00	CA Residents ADD Sales Tax.....$______
☐**POWER PILLS** *(120 tablets)*.......$35.00	Shipping Via Priority Mail or FedEx...............$ 6.95
SAVE $49.95 with the ECONOMY PACK! ☐Send me 2 month's supply of MAGNA-RX+, 60 Sativol, 24 Motivator, 30 Power Pills *all for only* **$89.95**	ADD $2 for RUSH Service.........$______
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Exp. Date____/____	TOTAL ENCLOSED/CHARGED...$______

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Signature X________

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Happenings

ALABAMA

Ride For Freedom
Date: Sep. 28
Place: Birmingham
Info: starsoveralabama.org

Ride For Kids
Date: Sep. 29
Place: Birmingham
Info: 800-253-6530
www.ride4kids.org;
www.starsoveralabama.org

ALASKA

ABATE Freeze-Up-Run
Date: Sep. 28
Place: All Bars in Homer
Info: 907-262-1910

Last Ride or First Meeting
Date: Oct. 12
Place: Kaladi Brothers on Tudor/Muldoon
Info: 907-333-0854

ABATE Bikerfest
Date: Oct. 12
Place: Birchwood Saloon, Chugiak
Info: 907-688-2827

Kenai ABATE 10th Annual Halloween Party
Date: Oct. 26
Place: Clamshell, Clam Gulch
Info: 907-262-1910

ARIZONA

Lost Dutchman Poker Run
Date: Oct. 6
Place: Chosa's H-D, Mesa
Info: 480-894-0404

HOGtoberfest
Date: Oct. 13
Place: Wildcat House, Tucson
Info: 520-792-0111
www.tucsonharley.com

Annual Southern Arizona Biker Rodeo
Date: Oct. 18
Place: Arena Bar, Benson
Info: 520-459-7940

Ride For Kids
Date: Oct. 20
Place: Boeing Co., Mesa
Info: 800-253-6530
www.ride4kids.org

21 or Bust Blackjack Shootout
Date: Oct. 27
Place: Yolanda's Chuckwagon, Cactus Forest
Info: 480-759-2218
www.21-or-bust.com

ARKANSAS

Annual Bikes, Blues & BBQ
Date: Oct. 3-5
Place: Fayetteville
Info: 501-527-0300
www.bikesbluesbbq.com

CALIFORNIA

Annual Crusin' for a Cure
Date: Sep. 28
Place: Costa Mesa
Info: 949-588-8777
www.crusinforacure.com

VNVMC 5th Annual Almost Winter Run
Date: Oct. 5
Place: Modesto
Info: 209-848-1487; 209-533-4749

Run for Kids
Date: Oct. 6
Place: All Pro Auto Parts Headquarters, Sacramento
Info: 800-253-6530
www.ride4kids.org

All American M/C Show
Date: Oct. 6
Place: Oak Canyon Park, Orange
Info: 949-598-5121;
www.intershows.com

Big Bike Weekend
Date: Oct. 11-13
Place: Redding
Info: 530-225-4100

American Heat Motorcycle & Hot Rod Weekend
Date: Oct. 11-13
Place: TBA, call
Info: 800-200-4557
www.road-shows.com

Griffith Park Sidecar Rally
Date: OCT 19-20
Place: Griffith Park, Los Angeles
Info: 818-780-5542
www.sidecar.com

Motorcycle Swap Meet
Date: Oct. 25
Place: Orange County Fairgrounds, Costa Mesa
Info: 949-582-2371

ABATE Local 13 Monster Madness Run
Date: Oct. 27
Place: Ventura
Info: 805-658-7115

COLORADO

Mountain Shadow Rider's Breast Cancer Ride
Date: Oct. 6
Place: Call
Info: 719-573-9242

Annual Toy Run
Date: Oct. 6
Place: High Country Custom Cycles, Colorado Springs
Info: 719-633-5392

CONNECTICUT

Big Bill Gosselin's Bar Hop
Date: Sep. 28
Place: Bridgeport
Info: 203-330-9268

Marcus Dairy
Date: Oct. 6
Place: Danbury
Info: 800-243-2511
www.marcusdairysuper-sunday.com

Fall Foliage Finale
Date: Oct. 6-8
Place: Torrington
Info: 860-738-4026 X 243

CMRA Toy Run
Date: Oct.13
Place: Bushnell Park
Info: 860-464-6176
www.thecmra.com

DELAWARE

AHDRA Nitro Nationals
Date: Sep. 14-15
Place: Dragway, Delmar
Info: 336-924-2095
www.ahdra.com

FLORIDA

Annual Bikers for Babies
Date: Sep. 29
Place: Orlando
Info: 407-599-5077

Annual Spooks 'n' Scoots
Date: Oct. 11-13
Place: Sertoma Youth Ranch, Brooksville
Info: 813-626-0589
www.abateflorida.com/hillsborough

Biketoberfest
Date: Oct. 17-20
Place: Daytona
Info: 800-854-1234;
www.biketoberfest.org

Florida State HOG Rally
Date: Oct. 31-Nov. 2
Place: Ft. Lauderdale
Info: 1-866-FLA-HOGG
www.flstatehogrally.com

GEORGIA

Bainbridge Bikefest
Date: Sep. 19-22
Place: Bainbridge
Info: 229-248-0505
bainbridge-bikefest.com

Cool Breeze Bike Show
Date: Sep. 29
Place: ABATE Dist. 5
Info: 706-783-4728

Georgia State H.O.G. Rally
Date: Oct. 31-Nov. 2
Place: Jekyll Island
Info: 888-424-6477
www.gastatehogrally.com

HAWAII

Hawaii State H.O.G. Rally
Date: Oct. 12-13
Place: Honolulu
Info: 808-637-9612
www.histatehogrally.com

IDAHO

Procrastinator's Poker Run
Date: Sep. 14
Place: (TBA)
Info: 509-535-4345

ILLINOIS

J&P Promotions M/C Parts Extravaganza
Date: Sep. 29
Place: Bell-Clair County Fairgrounds, Belleville
Info: 217-864-3747

Annual HogRocktoberfest
Date: Oct. 11-13
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

ABATE 10th Anniversary Chapter Party
Date: Oct. 19
Place: Heritage Trail Info: 217-826-6155;
217-466-5680
Check ABATE Web site

BOG Bike Raffle & Halloween Party
Date: Oct. 26
Place: Goose Lake Club, Morris
Info: 815-634-4474
brothersofgrundy.com

INDIANA

Memorial Ride
Date: Sep. 21
Place: ABATE Region 11
Info: abateofindiana.org

Hot-Stuff Poker Run
Date: Sep. 22
Place: ABATE Porter County
Info: abateofindiana.org

In-the-Wind Memorial Run
Date: Sep. 22
Place: ABATE Posey County
Info: abateofindiana.org

Trikes for Tykes
Date: Sep. 28
Place: ABATE Allen County
Info: abateofindiana.org

New Horizon Run
Date: Sep. 28
Place: ABATE Region 3
Info: abateofindiana.org

Toy Run
Date: Sep. 28
Place: ABATE White Cnty
Info: abateofindiana.org

Casino Night
Date: Sep. 28
Place: ABATE Monroe County
Info: abateofindiana.org

Memorial Ride
Date: Sep. 28
Place: ABATE Bartholomew County
Info: abateofindiana.org

Polar Bear Campout
Date: Oct. 4-5
Place: ABATE Pulaski/Starke Counties
Info: abateofindiana.org

Lost Horseshoe
Date: Oct. 5-6
Place: ABATE Pike County
Info: abateofindiana.org

Chili Fest
Date: Oct. 6-7
Place: Morgan County
Info: abateofindiana.org

Toys-for-Tots Poker Run
Date: Oct. 6
Place: Elkhart County
Info: abateofindiana.org

Spot Shot
Date: Oct. 6
Place: ABATE Posey County
Info: abateofindiana.org

Dam Ride
Date: Oct. 12
Place: ABATE Wabash County
Info: abateofindiana.org

Fall Folige Ride
Date: Oct. 12
Place: ABATE Region 6
Info: abateofindiana.org

Break-Your-Balls Pool Tournament
Date: Oct. 12
Place: Hamilton County
Info: abateofindiana.org

Fall Fun Run
Date: Oct. 19
Place: ABATE Steuben/LaGrange Co.
Info: abateofindiana.org

Casino Night
Date: Oct. 19
Place: Elkhart County
Info: abateofindiana.org

Blues Dance
Date: Oct. 19
Place: Howard County
Info: abateofindiana.org

Halloween Party
Date: Oct. 19
Place: Wayne County
Info: abateofindiana.org

Toy Run
Date: Oct. 19
Place: Owen County
Info: abateofindiana.org

Family Halloween Party
Date: Oct. 19
Place: ABATE Region 8
Info: abateofindiana.org

Monte Carlo Night
Date: Oct. 19
Place: Marion County
Info: abateofindiana.org

Toy Run
Date: Oct. 19
Place: ABATE Region 12
Info: abateofindiana.org

Swap Meet
Date: Oct. 20
Place: ABATE White & Carroll Counties
Info: abateofindiana.org

Euchre/Chili Tournament
Date: Oct. 26
Place: Tipton County
Info: abateofindiana.org

Halloween Party
Date: Oct. 26
Place: Jennings County
Info: abateofindiana.org

IOWA

Annual Ride to the River
Date: Sep. 14
Place: Dubuque
Info: 563-556-7432
www.ridetotheriver.org

Diehard Run & Campout
Date: Sep. 21-22
Place: Stevie C's, Grimes
Info: www.abateiowa.org

Campout/Chile Feed
Date: Sep. 23
Place: State Prk, Clear Lake
Info: www.abateiowa.org

Octember Fest Parade
Date: Sep. 28
Place: ABATE Marshalltown
Info: www.abateiowa.org

Fun Run
Date: Sep. 28
Place: ABATE District 11
Info: www.abateiowa.org

Fall Leaf Run
Date: Sep. 29
Place: ABATE District 15
Info: www.abateiowa.org

Toy Run
Date: Oct. 5
Place: ABATE District 9
Info: www.abateiowa.org

Iowa Autumn Ride
Date: Oct. 5
Place: ABATE District 6
Info: www.abateiowa.org

Annual Toys for Tots Run
Date: Oct. 5
Place: ABATE District 15
Info: www.abateiowa.org

ABATE Toy Run
Date: Oct. 5
Place: Square, Fort Dodge
Info: www.abateiowa.org

ABATE Toys for Tots Run/Chili Lunch
Date: Oct. 5
Place: H-D, Waterloo
Info: www.abateiowa.org

Pre-Toy Run Party
Date: Oct. 12
Place: Des Moines
Info: www.abateiowa.org

ABATE Leaf Run
Date: Oct. 12
Place: Elk Run Hts.
Info: www.abateiowa.org

Annual Toy Run & Meeting
Date: Oct. 13
Place: Wal-Mart, Denison
Info: www.abateiowa.org

Toy Run
Date: Oct. 13
Place: Iowa State Capital
Info: www.abateiowa.org

Annual Toy Run
Date: Oct. 13
Place: Albany
Info: www.abateiowa.org

Halloween Party
Date: Oct. 26
Place: ABATE District 9
Info: www.abateiowa.org

ABATE 8-Ball Pool & Costume Contest
Date: Oct. 26
Place: Loco Joe's, Ankeny
Info: www.abateiowa.org

ABATE Halloween Party
Date: Oct. 26
Place: Cedar Park, Creston
Info: www.abateiowa.org

LOUISIANA

Steel Pony Express V
Date: Oct. 31-Nov. 4
Place: Zephyr Field
Info: 877-991-RIDE (7433)
steelponyexpress.com

MAINE

Foliage Run
Date: Sep. 28
Place: UBM Waldo, Belfast
Info: 207-548-0911

Foliage Run
Date: Sep. 28
Place: UBM, Machis
Info: 207-454-8116

Solon 200
Date: Sep. 28
Place: Solon Hotel, Solon
Info: 207-643-2362

Foliage Run
Date: Sep. 29
Place: UBM Waldo, Belfast
Info: 338-2654

Scavenger Hunt
Date: Sep. 29
Place: Hancock, Ellsworth
Info: 207-288-5171

Lost One's Memorial Run
Date: Sep. 29
Place: UBM York, York
Info: 207-676-9378

UVMC POW/MIA Cer.
Date: Sep. 30
Place: Houlton

Foliage Run
Date: Oct. 5
Place: UBM Knox
Info: 207-832-6399

Foliage Run
Date: Oct. 5
Place: UBM Oxford, Rumford
Info: 207-369-0706

Foliage Run
Date: Oct. 5
Place: UBM Androscoggin, Auburn
Info: 207-353-4047

Fall Ride
Date: Oct. 5
Place: UBM Lincoln, Damariscotta
Info: 207-633-6720

Foliage Ride
Date: Oct. 5
Place: UBM Cumberland, Portland
Info: 207-767-1800

N.A. Toy Run
Date: Oct. 6
Place: NAITF, York
Info: 207-646-6874

Foliage Run
Date: Oct. 7
Place: UBM Franklin, Farmington
Info: 207-562-9017

Frigid Fall Frolic
Date: Oct. 12
Place: UBM Hancock, Ellsworth
Info: 207-667-3367

Foliage Run
Date: Oct. 13
Place: UBM Penobscot, TBA
Info: 207-827-0272

UVMC Halloween Party
Date: Oct. 19
Place: TBA
Info: 207-532-6942

Halloween Party
Date: Oct. 26
Place: UBM Franklin, Jay
Info: 207-562-9017

Saracen MC 4th Annual Halloween Party
Date: Oct. 26
Place: Turner
Info: 207-225-2638
www.smct1970.com

Halloween Dance
Date: Oct. 26
Place: UBM Somerset, Solon
Info: 207-696-5793

Iron Horseman MC Open Season Party
Date: Oct. 26
Place: Sangerville
Info: 207-683-2354

Halloween Dance
Date: Oct. 26
Place: Washington, Machis
Info: 207-454-8116

MARYLAND

Delmarva Bike Week
Date: Sep. 12-15
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Ride For Kids
Date: Sep. 15
Place: Columbia
Info: 800- 253-6530
www.ride4kids.org

ABATE of MD Bull Roast
Date: Sep. 22
Place: Glen Burnie
Info: 410-766-6497

Washington County Halloween Party
Date: Oct. 27
Place: Dogpatch Tavern, near Hagerstown
Info: 301-791-2844

MASSACHUSETTS

Annual Sowride Poker Run
Date: Sep. 29
Place: East Falmouth
Info: www.sowrides.com

MICHIGAN

MRF Meeting of the Minds
Date: Sep. 26-29
Place: Holiday Inn, Lansing
Info: 202-546-0983

Toy Run-Fall Color Tour
Date: Oct. 5
Place: Landmark Bar, Muskegon
Info: 616-689-0774

Toy Run
Date: Oct. 6
Place: ABATE 7
Info: 517-673-4743

Annual Toys for Kids Run
Date: Oct. 6
Place: VFW Post, Fraser
Info: 248-852-8204

3rd Annual Color Tour
Date: Oct. 12
Place: ABATE 20
Info: 810-233-4237

2nd Annual Color Run
Date: Oct. 12
Place: ABATE Region 16
Info: 989-826-5587

Fall in Hell Part II
Date: Oct. 13
Place: ABATE Region 14
Info: 734-481-1452

Halloween Party
Date: Oct. 26
Place: ABATE Region 11
Info: 586-949-7146

Swap Meet
Date: Oct. 27
Place: Detroit
Info: 800-968-4242

MISSISSIPPI

ABATE Meet/State Party
Date: Sep. 27-29
Place: Montecillo
Info: 601-587-0695

ABATE Dart Tournament
Date: Oct. 11
Place: Blue Cat Lounge, Natchez
Info: 601-567-0086

ABATE 2nd Annual Rally
Date: Oct. 11-13
Place: Corinth area
Info: 731-689-3162

Ride to Remember
Date: Oct. 12
Place: Old Trace Park, Ridgeland
Info: 601-968-9999
www.ridetoremember.com

ABATE Scavenger Hunt
Date: Oct. 26
Place: Steel Horse, Natchez
Info: 601-765-1456

MISSOURI

Run for Kids
Date: Sep. 22
Place: Hillsboro
Info: 800- 253-6530
www.ride4kids.org

NEBRASKA

Fall Night Run
Date: Oct. 5
Place: Omaha
Info: 402-393-1877
www.abateofne.com

NEVADA

Street Vibrations
Date: Sep. 25-29
Place: Reno
Info: 800-200-4557
www.road-shows.com

Skin Vibes Tattoo Show
Date: Sep. 27-29
Place: Reno
Info: cycleprousa.com

Cathouse Poker Run
Date: Sep. 28
Place: Reno
Info: 775-425-0200
cathousepokerrun.org

Annual Ride In Bike Show
Date: Oct. 7
Place: Sunset Park, area F
Info: 702-870-6121

AHDRA Drag Racing
Date: Oct. 19-20
Place: L.V. Motor Speedway
Info: 336-924-2095
www.ahdra.com

NEW HAMPSHIRE

Keene Swap Meet
Date: Sep. 22
Place: Keene
Info: 603-352-1836

NEW JERSEY

AHDRA Nationals
Date: Sep. 22
Place: Englishtown
Info: 336-924-2095
www.ahdra.com

NEW MEXICO

Golden Aspen M/C Rally
Date: Sep. 18-22
Place: Ruidoso
Info: 800-452-8045
www.motorcyclerally.com

NEW YORK

Annual Bikers For Bones
Date: Sep. 21-22
Place: Syracuse
Info: 315-455-8553; 800-870-1771

Annual Toy Run
Date: Oct. 5
Place: O'Loughlin's Restaurant, Rochester
Info: 716-234-0895
www.abatenymonroe.org

Biketober Feast
Date: Oct. 5
Place: Low Riders MC, Long Island
Info: 718-317-1999; 718-948-8818

Fall Foliage Run
Date: Oct. 19
Place: Bob's Bikes, Lynbrook
Info: 516-616-3184

Goat Brothers Swap Meet and Bike Show
Date: Oct. 19
Place: Saratoga Springs City Center
Info: 518-583-3398
www.goatbrothers.com

NORTH CAROLINA

6th Annual Stop the Pain Poker Run
Date: Oct. 4-6
Place: Huntersville
Info: Easyriders of Mecklenburg 704-875-2501

AHDRA Rockingham Nationals
Date: Oct. 5-6
Place: Rockingham Dragway, Rockingham
Info: 336-924-2095
www.ahdra.com

October Jam
Date: Oct. 12-13
Place: Salisury
Info: 704-455-6245

OHIO

ABATE Run Between Lakes
Date: Sep. 22
Place: Suffileld Township
Info: 330-325-8771

ABATE/CMRO Toy Run
Date: Sep. 30
Place: Edgewater Beach
Info: 216-486-3567
www.abatecmro.org

ABATE Region Zero Party & Roast
Date: Oct. 6
Place: Mantua Corners
Info: 330-654-2761

Covered Bridge Run and Weenie Roast
Date: Oct. 13
Place: Harpersfield Dam
Info: 440-576-1275
www.abatecmro.org

3rd Annual Rocktoberfest Fundraiser Party
Date: Oct. 19
Place: Twinsburg
Info: 330-325-8771

ABATE/CMRO Party
Date: Oct. 27
Place: Carrollton Eagles
Info: 330-821-9468
www.abatecmro.org

OKLAHOMA

ABATE State Pty/Swap Mt.
Date: Sep. 27-29
Place: Harrah
Info: 405-936-RIDE

Oklahoma State HOG Rally
Date: Oct. 3-5
Place:Eufaula
Info: 877-501-1464
www.okstatehogrally.com

October Run
Date: Oct. 25-27
Place: Sparks
Info: 918-866-2543

Halloween Party
Date: Oct. 26
Place: Oklahoma City
Info: 405-936-RIDE

PENNSYLVANIA

AHDRA Drag Racing
Date: Sep. 28-29
Place: Reading
Info: 336-924-2095;
www.ahdra.com

Chopper Show/Block Party
Date: Sep. 29
Place: Voodoo Lounge, Pittsburgh
Info: 412-454-9999

SOUTH CAROLINA

Myrtle Beach Fall Rally
Date: Oct. 3-6
Place: Myrtle Beach
Info: 843-293-5555
myrtlebeachharley.com

South Carolina State H.O.G. Rally
Date: Oct. 10-12
Place: Greenville
Info: 864-646-8174
www.scstatehogrally.com

TENNESSEE

Weasels Booze Cruise
Date: Sep. 27-28
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370;
www.nashvilleweasels.com

CMT/ABATE State Rodeo Finals
Date: Sep. 27-29
Place: Parker's Crossroads
Info: 615-683-6608
www.cmtabate.com

Legislative Poker Run
Date: Oct. 5
Place: CMT/ABATE Nashville
Info: 615-683-6608;
www.cmtabate.com

Smokey Mountain Fall Colors Poker Run
Date: Oct. 6
Place: CMT/ABATE
Info: 615-683-6608;
www.cmtabate.com

CMT/ABATE Event
Date: Oct. 12
Place: Sumner County
Info: 615-683-6608
www.cmtabate.com

CMT/ABATE Poker Run
Date: Oct. 13
Place: Harpeth River
Info: 615-683-6608
www.cmtabate.com

Historical Legislative Run
Date: Oct. 19
Place: Smith Wilson CMT/ABATE
Info: 615-683-6608;
www.cmtabate.com

Halloween Dinner Dance
Date: Oct. 26
Place: CMT/ABATE SW
Info: 615-683-6608
www.cmtabate.com

Toy Run
Date: Oct. 26
Place: CMT/ABATE Dickson Humphreys
Info: 615-683-6608;
www.cmtabate.com

TEXAS

Annual Texas State Motorcyle Rally
Date: Sep. 20-22
Place: Glen Rose. VNVMC
Info: 817-329-4885
www.texasvnvmc.com

Annual Scavenger Hunt and Poker Run
Date: Sep. 20-22
Place: Mexia
Info: 254-395-4640;
brotherhoodofbikers.com

Texas Style Party Drags
Date: Oct. 5-6
Place: Lone Star Raceway Park, Sealy
Info: 254-687-9066;
www.texasscooter.com

South Padre Island BikeFest
Date: Oct. 10-13
Place: Mc Allen
Info: 956-668-7484;
www.spibikefest.com

Gryphons Chili Cook Off
Date: Oct. 12
Place: Waxahachie
Info: 972-732-3434

TST Swap Meet
Date: Oct. 20
Place: Longview Fairgrounds
Info: 254-687-9066
www.texasscooter.com

UTAH

UMF Toy Run
Date: Oct. 6
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949;
801-266-0546

Barbary Coast Halloween Party
Date: Oct. 26
Place: South Salt Lake
Info: 801-232-2949

Black Widow Party
Date: Oct. 31
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949

VIRGINIA

Steel Wheels Cycle Expo
Date: Sep. 14-15
Place: Richmond
Info: 804-741-8677
www.excalevents.com

Annual Lions Ride for Sight
Date: Sep. 22
Place: Williamsburg
Info: 757-220-2020

WASHINGTON

21st Annual Oyster Run
Date: Sep. 29
Place: Anacortes
Info: 360-671-7575

WEST VIRGINIA

Annual Fun Run
Date: Sep. 27-29
Place: Seneca Rocks
Info: 804-740-7776
www.ttmc.net

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

good deeds done...

Southern Hope Rides Again

Home to some of the hottest music from jazz to rock 'n' roll, Beale Street in Memphis, Tennessee, will be hearing a different tune when the rumble of Harley music hits the pavement there this month.

The fifth annual Southern Hope Ride kicks off its festivities with registration on the historic street the evening of October 11 and the morning of October 12. Pre-registration is $25 per rider and to register on the day of the event is $35.

Sponsored by Memphis H.O.G., Bumpus Harley-Davidson and Sam's Town Casino, the event raises money for the Memphis/Mid-South chapter of the Muscular Dystrophy Association. Last year's event raised over $20,000.

Saturday morning's ride starts off with a "hearty" breakfast at Dicks Last Resort on Beale Street followed by an escorted ride to Sam's Town for games, prizes, give-ways and a full range of entertainment—and of course there's plenty of gaming. Accommodations are available.

For more information call the Memphis MDA chapter at 901-367-0902 or Hope Ride founder Jon Shook at 901-744-3332.

— Karen Shook and Nomad

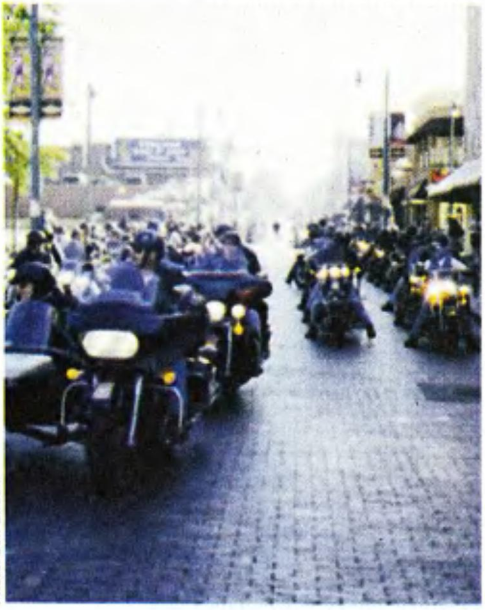


Photo: Jon Shook

and more good deeds done

Cruisin' For a Killer Cure

Photo: Courtesy Cruisin' for a Cure

Motorcycles and muscle cars will be cruisin' to the Orange County Fairgrounds in Southern California, Saturday, September 28, to rumble against prostate cancer. It's all a part of a drive by Cruisin' for a Cure to raise awareness that this deadly cancer puts some 31,000 fathers, husbands, sons and friends in their graves each year. Event organizer Debbie Baker told *Easyriders* that she founded this drive for a very personal reason.

"My husband (an avid biker and rodder) went through the radiation and all the garbage you go through. It's a terrible thing and I don't want to see anyone else have to go through it when you can catch it in time," Debbie explained. At last year's event she said, "We saved 14 lives." Out of 341 guys who took part in the free blood-testing, 14 results came back positive for prostate cancer. Free blood testing will again be available this year.

This year's Cruisin' for a Cure is expected to draw motorcycles and muscle cars from all over, along with many antique bikes and cars. For info call 949-588-8777 or log on to www.cruisinforacure.com. Look for this event to soon go national—you can't afford to miss it. *—Nomad*

entertainment

Two-WheeledTV

The runaway success of The Discovery Channel's *Motorcycle Mania* show has created an avalanche of wild motorcycle TV specials, coming to your tube soon. By now everybody and their pets have seen *Motorcycle Mania* and the sequel, aptly named *Motorcycle Mania 2*, both featuring Jesse James of West Coast Choppers. The shows, directed and produced by Hugh King, have been a boon to the motorcycle industry. More interest in bikes, especially custom bikes, pushes the whole industry forward. Everybody wants MORE MOTO TV!

Naturally, The Discovery Channel has more motorcycle shows on their drawing boards. In fact, *Motorcycle Mania* was the highest-rated show in Discovery Channel history. Can you say series? That's right, even now Hugh King and his madcap crew are scouring the country for master bike builders to follow around and make stars out of. *Motorcycle Mania 3* will feature the talents of Melbourne, Florida's, Billy Lane of Choppers Inc. Billy is a natural choice, he can walk, talk, build killer custom choppers, and girls think he's cute. Look for *Motorcycle Mania 3* to debut on The Discovery Channel this month. Check your local listings for schedule days and times.

Thom Beers, Hugh King and Discovery Channel have also created the new series *Monster Garage* wherein Jesse James and other notable builders build goofy hybrid contraptions of all kinds (see Page 54).

But that's not all. You can bet that *Motorcycle Mania* sequels will continue until the masses turn away and become interested in whatever the next "thing" is (could be snowmobiles). TV crews have been seen filming such talented builders as Orange County Choppers of New York, Russ Tom of Seattle, Roger Bourget, Paul Yaffe and others. And don't think other cable channels aren't noticing this demand for Moto TV. Motorcycle lifestyle-related shows are being shot by the Travel Channel (who followed our own Michael Lichter around at Laconia and are also doing a feature on Paul Yaffe), the Learning Channel, Speed Channel, TNN, and through syndicated TV shows such as *Steel Dreams*. Hmm, maybe it's time for an *Easyriders* Channel. —*Phantom*

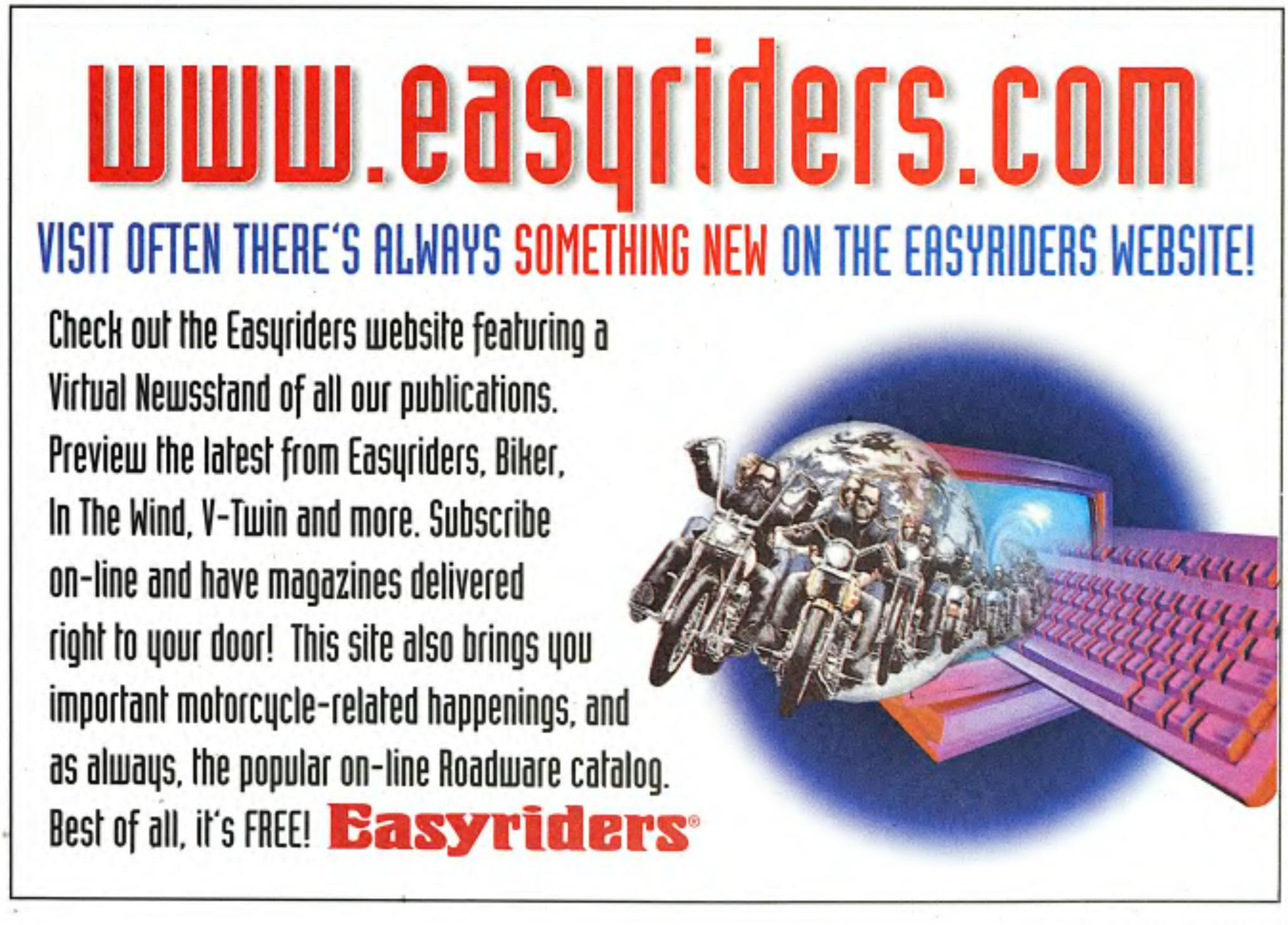
custom update

Wide-Tire Indians

Sam's Cycle of Munford, Kentucky, now offers 240 wide-tire kits for Indian Scout, Sprint, and Chief models. Sam's has been around for over 30 years (just like *Easyriders*) and has grown to be one of the biggest bike dealerships in the region, owning Indian Motorcycle dealerships in Munford and Louisville. Sam and Sherry Terry along with Mark Jaggers came up with the idea of going wide with the new Indian model line.

The Scout pictured here features RC Comp Sheriff wheels, raked triple trees by Eurocomponents, and a custom wide rear fender that features a frenched teardrop LED taillight. Check out the Indian lowering kits and wide tire kits from Sam's Cycle by riding the Web to: www.indianofkentucky.com or to www.samscycle.com for more info. You can also reach them by calling 800-863-1491. *—Dave Nichols*

Photos: Sam's Cycle



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EARLY CANNIBAL INHABITANTS OF ANCIENT MYRTLE BEACH.

the party has started

Harley's 100th

This past weekend of July 20-21, at the Atlanta Motor Speedway, the Harley-Davidson Motor Company officially kick-started its 100th Anniversary with the Open Road Tour, a series of weekend festivals roaring into 10 cities worldwide celebrating motorcycles, music, history and more. The Open Road Tour continues through the summer of 2003 with organized rides throughout North America culminating in Milwaukee for three days of celebrations and special events. The official 100th Anniversary birthday party will take place in Milwaukee on August 31, 2003.

Every Open Road Tour stop will feature at least 12 musical acts over three days including Tim McGraw, Hootie and the Blowfish and Bob Dylan. Harleys owned by Elvis and other celebrities will be on display. In addition, multi-media displays will spotlight the100-year history of the Motor Company along with never-before-seen machines and artifacts from the Harley-Davidson Archives. Motorcycle drill teams and stunt riders will put on daily shows. There'll also be a 2,000-seat theater showcasing Harley-Davidson's portrayal in the movies, and fun and activities for the kids at the children's Toys-R-Us pavilion.

The Open Road Tour concerts will feature different bands in different cities. In July, Atlanta listened to Steel Pulse, Ted Nugent, Journey and Tim McGraw. In other cities, you'll be rocking to the Neville Brothers, Alison Krauss, Billy Idol, Lynyrd Skynyrd, and Indigenous. The Tour will also feature motorcycle demo rides at all Open Road Tour locations where you can hop aboard 2003 Harley-Davidsons and Buells, even the V-Rod.

As always, there'll be a good cause with all the fun. "The Open Road Tour festival is going to give people around the world a chance to get a feel for what we mean by the Harley-Davidson experience," said a Harley spokesman. "During the Open Road Tour and other 100th events, we hope to raise $5 million for the Muscular Dystrophy Association."

Tickets for U.S. and Canadian Open Road Tour stops can be found on www.harley-davidson.com, or at www.ticketmaster.com.

—Hawg Hound

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Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey

San Diego H-D, 5600 Kearny Mesa Rd., San Diego

Colorado
Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

Two Wheeler's MC Shop, 1433 W. 38th Av, Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach

Fletcher's H-D, 17129 U.S. 19 North, Clearwater

H-D of Miami, 19400 N.W. 2nd Ave., Miami

Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona

Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

Georgia
Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Kansas
KC Creations, 7524 Frontage Rd., Overland Park

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks Harley-Davidson, 3850 S. Huron Rd (M-13), Bay City

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

Easyriders Springfield, 1310 S. Glenstone, Springfield

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Las Vegas Harley-Davidson, 2605 S. Eastern, Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

New York
Light House H-D, 670 E. Jerico Turnpike, Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Pennsylvania
Spanky's Motorcycle Parts & Supply, 635 Oregon Av. Philadelphia

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N.8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

TalkingTech

I'M TIRED & VIBRATE TOO MUCH

I own a 1999 FLSTS. My problem is that after a few days of hard riding, I get fatigued from vibration. I know, I know—the ladies love it, but I've got other toys in my bag for that.

I would like to get rid of some of the vibration. I'm even considering putting in a 2000 or later Evo motor. My question: Is there any thing I can do to my existing motor or would you suggest putting in the 2000? If I did, what kind of mods would that require?

Dan South
via e-mail

The worst thing about vibration is that a million things can cause it. Buying a new engine is the last fix to try not the first. Start with your tires. Check the pressure, have them balanced, and make sure they're still round—no joke. A tire can cup in only three or four thousand miles, and at 70 mph a cupped tire will be one shake'n' shimmy sumbitch. Give your tires a close look, but run your hands around them too. Sometimes, you can feel unusual wear patterns better than you can see them. When you have the wheels off for balancing, check the bearings to be sure they're not sloppy.

Next, be sure every last nut and bolt is tight—not just finger-tight, but wrench and ratchet tight. Pay special attention to the transmission and motor mount bolts, especially the one in the top motor mount under the gas tank, but don't overlook the bolts that hold the exhaust system either. Anything that's loose and flapping in the breeze will vibrate, and you'll feel it.

If you still have the OEM ignition, it's possible that the module is acting up and causing vibration with erratic timing. If you've added one of the single-fire aftermarket modules with independent adjustments for the front and rear cylinders, check the timing on both cylinders with a light and be sure they fire within a degree or two of each other.

Belts don't cause much trouble, but chains can raise holy hell if they're worn or out of adjustment. Check your primary chain adjustment and replace the chain if it has over 20,000 miles. While you're in the primary drive, check chain alignment and be sure the compensator and clutch hub nuts are good and tight. You might also put an indicator on the tranny mainshaft to be sure it's not bent.

If it still looks like the problem is inside your engine, I'd be more tempted to go through the old engine than replace it—how'd you like to drop a satchel of ducats and still have a shaker? It might keep your old lady happy, but who wants to spend money on that?

Truett & Osborn's Torque Monster flywheels are heavier than stock, and a good place to start. The extra mass gives the engine more grunt for leaving a stop or pulling up a hill, but it also makes for a smoother running engine. T&O uses dynamic balancing these days, and that doesn't hurt either. Call them at 316-682-4781.

While you're inside the engine, check to be sure one combustion chamber isn't a few ccs larger than the other. That's a long shot, but it happens. One cylinder firing with a bigger bang will definitely cause uneven power impulses.

Whatever the cause of your shakes, you might find a Bar Snake worthwhile. It's a handlebar insert made of a vibration-dampening polymer, and goes for under50 bucks—meaning you're not out much if it doesn't help. I Snaked my big-inch Softail, and it cut handlebar vibration by 30 or 40%. Click on to www.barsnake.com.

MY LIFTERS DON'T LIFT

I was hopin' you could help me out with a couple o' things. I am trying to find out the correct way to adjust the hydraulic lifters on my shovel. I have been told several ways but I am not sure which one is correct.

I was also wondering about the crankcase vent. I was told that it should only blow out, but my bike seems to suck in just a touch at the end of each stroke. The timing marks line up fine. I have been told that it's all right, so just run a filter. Whatcha think?

Mike Horton
World Weird Web

The most important thing about adjusting pushrods is that the lifters be at the lowest point on the cam before you start dicking with them. Take both sparkplugs out, pop the clips off both pushrod covers for one cylinder, collapse the covers, remove the inspection plug from the hole in the left crankcase, and turn the engine over slowly by hand. If you've got a kicker, use it. If you don't, rotate the rear wheel with the bike in high gear.

Keep an eye on the lifters as you turn the motor, and stop when they're both at their absolute lowest points, no doubt about it. Double-check by confirming that the piston is at TDC and the flywheel firing mark for that cylinder lined up in the inspection hole. You will hurt the engine if you adjust the pushrods with the lifters in the wrong place.

With the lifters exactly where they're supposed to be, no doubt about it, break the locknuts loose and back them off a few turns. Choose a lifter and turn the adjuster screw down until the hydraulic unit bottoms out, then back it off one and one-half turns. If you're using aftermarket pushrods, the number of turns may be different because of thread pitch; check the instructions that came with your pushrods.

With one pushrod adjusted, jam the locknut back down and repeat the process for the other. Confirm that you can turn both pushrods with your fingers, extend the pushrod covers and replace the clips. Remove the clips for the other cylinder, bring those lifters to their lowest points, and do everything all over again. Replace the spark plugs and inspection plug and you're done.

Commit one thing to memory and you'll be OK: After you adjust the pushrods, don't turn the engine over unless you can spin the pushrods between your fingers. Loose pushrods make noise, tight pushrods make busted parts.

"Blow" is more than a figure of speech, but it's not the whole story. The crankcase vent blows when a piston comes down and sucks when it goes back up. A vent filter's a good idea.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

"You don't think these jeans will make my ass look big, do you?"

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4;12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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T334A

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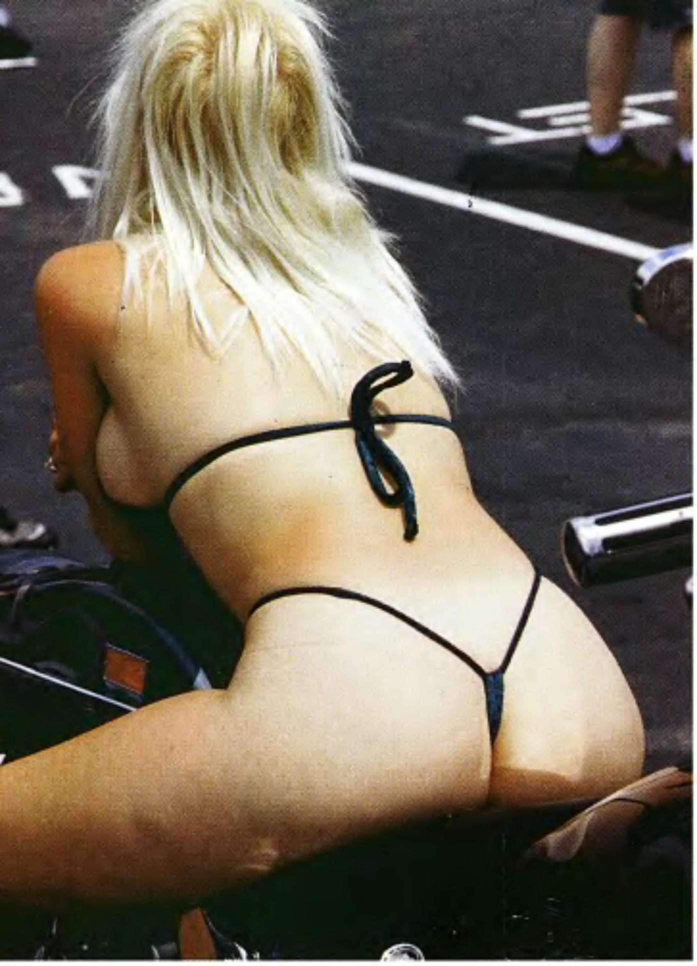
62nd ANNUAL MYRTLE BEACH BIKE WEEK

If It Ain't Broke, Don't Fix It.

Like the swallows returning to Capistrano, over 250,000 bikers descended on Myrtle Beach, South Carolina, to kick off the 62nd annual Bike Week—I'm sure there were also some swallowers in that group. The third week of May has signaled an end to winter riding and an early start to all the fun that summer has to offer. What more do you need? An event that actually gives you plenty of riding space—lidless, if you so choose—hundreds of vendors spread out all over the place, and perfect weather... except for those severe thunderstorms that hit on Saturday, but I digress.

This year the event kicked off three days early. Some of that was planned by the Carolina Harley-Davidson Dealers Association (the Rally's sponsor), some was just folks wanting to get an early start on the festivities. Whatever the reason, by Sunday, May 12, the town of Myrtle Beach was in full swing. Now if you've never been, let me fill ya in on a few things.

BIKER
2002
TOUR



First, Myrtle Beach (MB) is to golf as Phoenix is to strip clubs. Whereas Phoenix has an abundance of those babe-filled, boob-shakin', darkened-rooms full of glitter businesses, MB has golf courses. All kinds of courses. Pro, amateur, putting, driving, private, public, miniature, you name it they got it. Mix that with many folks of the retired persuasion, throw in some college kids smellin' a reason to party...

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Lemme see, golfers, blue-hairs, bikers and spring breakers? Smells like fun in the sun to me!

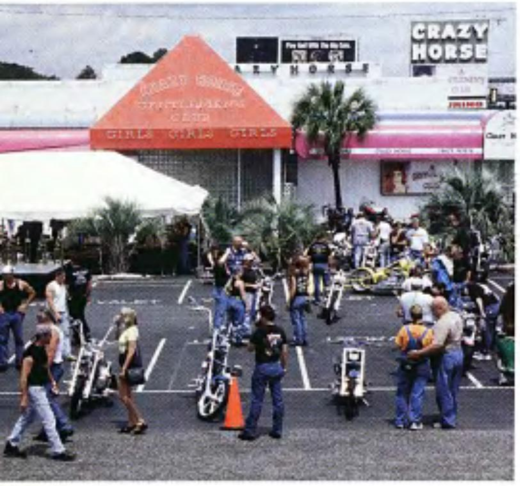
Myrtle is divided into two sections: North and South. Unlike the division during the Civil War, this one unveils the perfect riding scenario. Both ends of the beach have vendors, parties, clubs, etc. But to get to them, now there's the rub. During the early morning or late in the evening, the trip will take you about 30 minutes to get from one end to the other. During mid-day? Triple that time. Although this year, city officials did their homework and actually lengthened many of the traffic signals, widened many of the streets, and placed more message boards near major intersections to alert motorists to be on the lookout.

However, just as thousands of bikers began filling the city, the Horry County Council unanimously agreed to raise the minimum $250 vendor fee to $600. Some vendors, paying as high as $5,000, will also be looking at a mandatory doubling of their fees as well. Why? Well, according to the Council, they need to "help save 26 public safety positions without raising taxes—14 police officers, 10 emergency medical service workers and two environmental officers." Council Chairman Chad Prosser, who proposed the plan, said, "This will not impact the vendors at all." Just what friggin' planet does he live on? Sandy Leone, vendor coordinator for Myrtle Beach Harley-Davidson has a different opinion: "This outrageous increase makes it look as though the county is trying to run the vendors out of town." Whatever the reason, Council officials agree that the increase will only cover $236,000 of what's needed to fund the positions. The remaining $700, 000 will be coming from "hospitality fees." That means higher hotel rates, parking fees…get the idea?

Besides the greed factor, people were enjoying life from one end of the Grand Strand to the other. Whether you were at Suck, Bang, and Blow burning up the pavement with those new tires inside the bar (that's right inside the bar) at the southern end of town, or you were checking out Broadway at the Beach at the Easyriders Pavilion in the middle, or hanging out with the *Easyriders* crew at the Crazy Horse on the northern end, it all added up to one tremendous effort to tell those who doubt our spirit to, "Fuck Off!" We still laugh, still party our asses off, and nowhere was there a greater showing of our ability to rebound than in Myrtle Beach. Saturday came with a threat of severe thunderstorms that really mellowed the throng. Some began packing up and trying to make it out ahead of the storm, but Mother Nature stepped in and put a stop to that. As the sky opened up and began to wash away all the sin and debauchery that took place all week, you almost got a feeling of a fresh start. Make your plans now for next year—before they raise ALL the fees—for May 11-18, 2003. See ya there.

—Oil Can

Photos: Ken Ross



Kickin' it at the Crazy Horse

In our travels attending many of the events across this great land of ours, you'll always notice that *Easyriders* has a headquarters. Some are official, like the famous Easyriders Pavilion set up on Beach Street in Daytona; on Main Street in Sturgis, at the Full Throttle Saloon nearby; or like Broadway at the Beach in Myrtle. Some of our favorite hangouts are unofficial, like whatever bar is closest to the hotel we're staying at. For the last few years at MB, *Easyriders* has made a second home at The Crazy Horse Saloon in North Myrtle.

Every year, Jerry Reid and his cast of characters—Ron and Chuck the club's managers, Lydia the promotions director, and Big Daddy the enforcer—roll out the red carpet for us and really put on one helluva show. From the bikini contests to the Bike Show (sponsored by Britt Motorsports) this place rocks until 4 a.m.— everyday!

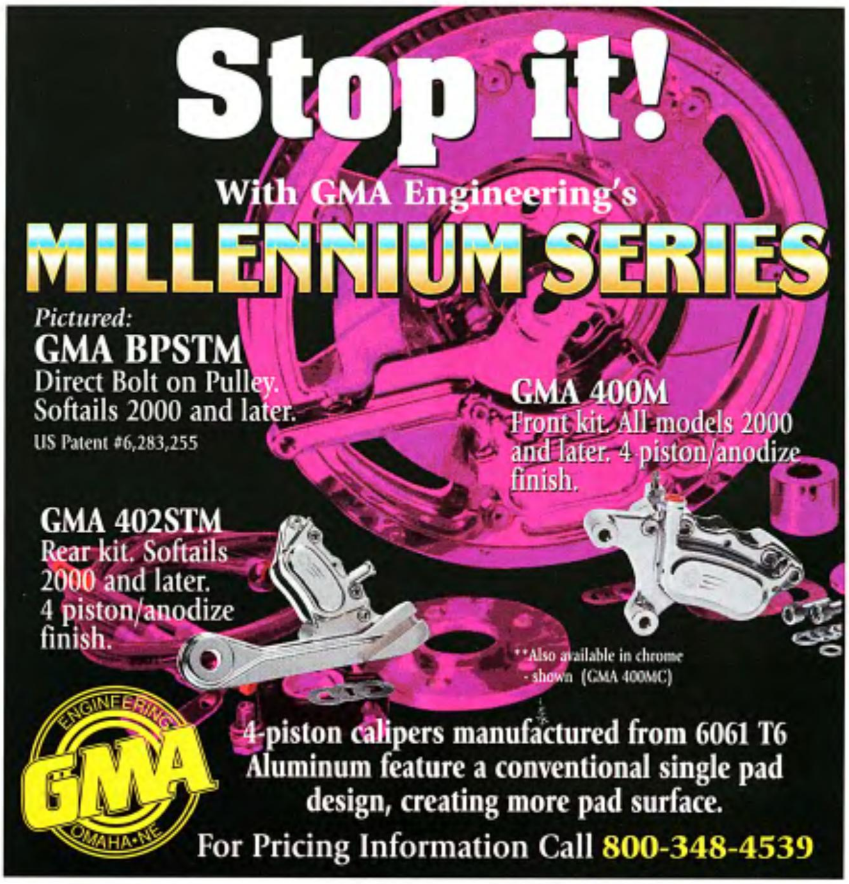
This year was no exception. Starting on Wednesday there were bikini contests, the finalists every day not only take home $500, but compete for the top money Saturday night where "skin to win" is the call of the wild bunch. Vendors included Budweiser and Bad Nun Choppers who also showed up to help sponsor all the festivities. The girls from the club will spend all day this week washing bikes —that sight alone is worth the donation. Saturday is *Easyriders* Day at the Horse. Scott Britt and his crew run one well organized bike show, with trophies in 14 different categories. But once the sun sets, look out.

Saturday night becomes a free-for-all inside the club. With the bikini finalists competing for well over $4,000 in cash and prizes, you can imagine the competition—as well as some of the patrons—gets pretty stiff. Throw in raffle ticket sales for a brand new Harley, and bodacious females slinkin' and slidin' all over the place and you've got a recipe for fun. Proceeds from the bike wash, bike show, and raffle sales all went to support the Duke Children's Miracle Network, a very worthy charity. Plans are already being made for next year to make this an even bigger bash.

Our hats are off (our pants stay on though) to Jerry and all the crew at the Crazy Horse for all their help and hospitality, by the way, we'll return those dancers to ya as soon as we finish with them.

The Crazy Horse is located at 3102 Highway 17 South in North Myrtle. Call 'em at 843-272-3329 for the info, and about their other events. You can also check 'em out on the Web at www.puregoldclubs.com. Tell 'em we sent ya.

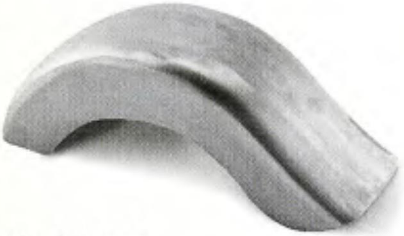
—*Oil Can*



EASYRIDERS' SHEET METAL GUIDE

SKIN FOR YOUR SCOOT

You've built the big-inch motor from hell, caged it in the frame of your dreams, chromed every piece from headlight to taillight and hopefully by now you have addressed the pressing question: "What am I going to apply this kick-ass paint job to?" Well if you haven't, good ol' *Easyriders* has come to the rescue, with a samplin' of the wild sheet metal options ya have from the wonderful aftermarket. Whether your bike is a ground-up custom or you just want to add some flair to your otherwise stock bike, we have all the contacts to point ya in the right direction for some new skin. —*Kit Maira*



Biker's Choice

Biker's Choice now offers an exclusive, custom wide rear fender. It not only looks good, it's also affordable. Made from heavy-gauge CRS steel, the fender is offered in its natural state and has no mounting holes to allow for a perfect custom fit. The 9-inch-wide fender is made from one piece, where as the 8 1/2-, 10- and 11-inch widths are manufactured from two halves. All fenders offer high-quality workmanship and would be an asset to any custom motorcycle. For your Biker's Choice dealer call 800-343-9687.

Advanced Carbon Composites

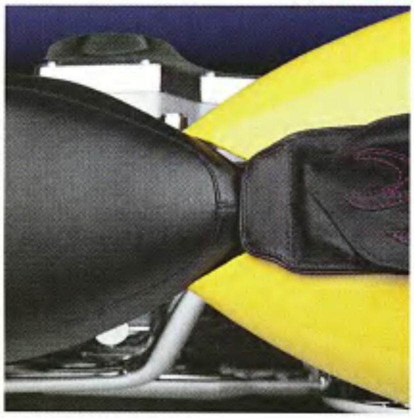
Here's another approach to custom fenders and tanks: wrap them in carbon fiber. Advanced Carbon Composites has a process they use to permanently bond carbon fiber to your tanks and fenders. You send them your part and they apply a layer of carbon fiber to it. After they impregnate the carbon with multiple layers of UV-stable exterior grade resin, the parts are sanded down to a 1000-grit surface. Next they're sprayed with an automotive urethane clear to yield a striking finish. This treatment is offered in natural carbon, as well as six different candy colors and metal flake. Call them for pricing at 800-300-9813. Advanced Carbon Composites Inc., 6127 Anno Avenue, Orlando, FL 32809; 407-859-6153, 407-859-0067; www.carbonfiberhelmets.com

Custom Cycle Creations

Two fuel tanks form Custom Cycle Creations are the "Curved Retro" that comes with flush mount cap and the "High Rid'en Frisco" style, featuring a raised cap. Both styles feature an all-steel construction, and recessed, hidden rubber mounts. They are now available with traditional thread-in, or flush-mount pop-up caps. Any amount of stretch you desire is available upon request and every Custom Cycle Creation tank is handcrafted from sturdy, 18-gauge steel for years of dependability. Custom Cycle Creations, 6810 Aveneda Encinitas, Suite A, Carlsbad, CA 92008; 760-930-0172; www.customcyclecreations.com

Custom Chrome Inc.

Custom Chrome makes a multitude of tanks and fenders for your customizing pleasure. Featured here is their aluminum gas tank with optional "Flip-Up" dash for Softail models. Handmade in England from 18-gauge aluminum, this tank allows you to retain your original equipment key switch, speedometer and dash lights. An innovative, removable aluminum dash is optional and completely conceals the filler cap for a smoother look. A kit that lets you re-use your original dash is also available, but if you prefer to run a bike with no clutter, you can order the gas tank alone for a low-profile custom look. This tank works with all bolt-in aircraft-style gas caps. Call CCI at 408-778-0500 or log on to the Web site: www.customchrome.com for more info.

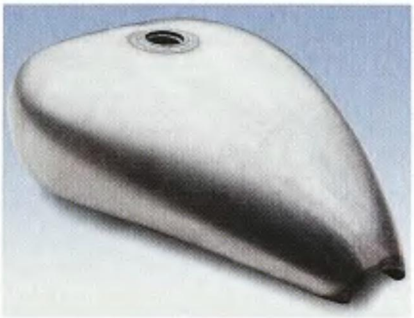


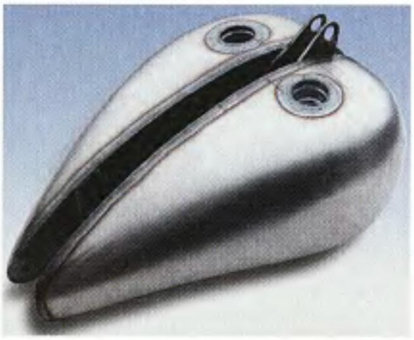
Custom Chrome Inc.

Also available from Custom Chrome is the Regency series of flat-side gas tanks. A single sheet of seamless, 1-piece steel is deep-drawn to form the perfect geometric curved outer panels of their all-new, 6-gallon flat-side fat-bob gas tanks. Unlike tanks with add-on extensions, these tanks carry more fuel, and don't require hours of bodywork to get the contours just right before painting. Even more important than increased riding range, the greatest benefit of these tanks is their sensational style. Styled after the classic European gas tanks, you'll see a big difference as soon as they are bolted on. Over 2 inches longer than stock tanks, the bike suddenly looks dramatically longer and lower. Note that the use of this tank may require modification of stock seat or purchase of aftermarket seat. Fits Softail models from 1984 through 1999 and aftermarket frames with flat-side tank mounts. Call Custom Chrome at 408-778-0500 for more information.

Daytec

Daytec makes these high-quality 16/14-gauge steel gas tanks in 3.5-gallon and 4.6-gallon capacities. They're ideal to mount with Daytec's aftermarket frames that feature up to a 2-inch stretch. All Daytec products are proudly manufactured in the USA and these tanks are available through your Custom Chrome dealer. Call Custom Chrome at 408-778-0500 or log on to www.customchrome.com for more info.

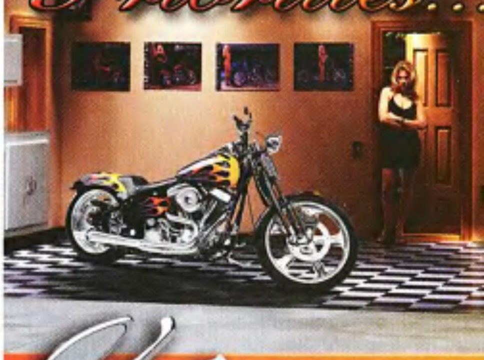




DMW

DMW stands for Dikvax Metal Works and is located in Bend, Oregon. It's a fabrication shop that specializes in one-off, custom components for choppers. They offer tank stretches, fabricate flush bottoms and custom fenders, all built individually to the customers specs, the old fashioned way, one at a time. DMW is the exclusive supplier of stretched tanks for BMC Choppers. Shown here is a custom Sportster-style tank featuring a pair of 6-inch neon lights that are mounted flush in the bottom of the tank. Give them a call and discuss your needs. Dikvax Metal Works, 63010 Plateau Drive #3 Bend, OR 97702; 541-318-0393.

Priorities...



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Rick Doss

Doss Custom Fiberglass front and rear fenders are manufactured with hand-laid fiberglass and finished in a black gel-coat finish. The fenders come unpainted and require mounting holes to be drilled. The fenders come unpainted and require mounting holes to be drilled prior to installation. The rear fender features two recessed areas to accept a catseye taillight and most standard license plates that measure 7 inches wide by 4 inches tall. They look great together, but are available individually, of course. Check out Rick's Web site; rickdossinc.com, or they are also available from your Custom Chrome dealer.

Drag Specialties

New from Drag Specialties, is this custom 1-piece, 5-gallon, 2-inch extended steel tank. It features a custom console that covers the OEM FLT gas gauge sending unit (not included) and it includes a block-off plate if the gas gauge is not desired. The tank uses '82-'96-style screw-in gas caps and accepts a 22mm style petcock, sold separately. It uses stock mounting hardware but may require seat nose modification to fit the cutout in the gas tank. This custom baby fits '89-'02 FLT, FLHT, FLHR and FLTR models that are not fuel injected.

Russ Wernimont Designs

This front fender by Russ Wernimont Designs features a heavy-gauge steel construction and is personally inspected by Russ Wernimont for strength, straightness and a flawless finish to assure that there is a minimum amount of finishing bodywork required before priming and painting. These fenders are not drilled so that you may perfectly position them for your particular application. For more info on these items, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Russ Wernimont Designs

This is an 11-inch-wide strutless rear fenders for custom Softail and rigid style frame apps. These internal strut design fender eliminates the external struts for a clean, smooth look. It features a heavy-gauge steel construction that assures strength, straightness and flawless finish. The unique style and design of this strutless fender requires a mounting plate (included) be welded to the frame before installing, making it an ideal choice for custom applications. It is not recommended for an original equipment frame. For more information on these items, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Exile Cycles

Exile Cycles chose to call these "Trojan" fenders because they fit the tire like a second skin. They are spun from heavy, 14-gauge steel that's designed to be a perfect match to the contour of the tread, then laser cut for a perfect shape. They are available in widths from 8 inches right up to 11 inches, making them perfect for even the fattest of rear tires. The rear Trojans are available with short, medium or long sidewalls. Front Trojans are available in 7-inch or 8-inch widths for those running huge front tires. All the Trojan fenders sell for $399. For more info on Exile Cycles call 818-623-6446 or visit their Web site at www.exilecycles.com.

Independent Gas Tank Co.

Independent Gas Tank Co. of Mesa, Arizona, is marketing a new "Straight Up" chopper gas tank. The "Straight Up" is perfect if you're looking for that old-school look or for a new-school take on the days of old. Either way the new "Straight Up" tank by Independent Gas Tank Co. is sure to make your ride grab all the attention it deserves.

Independent Gas Tank Co.

Also a creation by Independent Gas Tank Co., is this beautiful, Aero-style, 5-inch stretched gas tank it's 25 inches long by 14 inches wide. It's handcrafted by the folks at Independent Gas Tank Co. from 16-gauge, cold-rolled steel that's TIG-welded and pressure tested for the best tank you can buy. It features a tunnel width of 2 1/4 inches with 4 underside mounts, 22mm petcock fitting and threaded crossover fittings. The Aero style design of this tank means it is pointed at the rear and notched for seat tube clearance. Then, for one of the cleanest, and meanest, looks on the street, this tank features the Hot Match pop-up, flush fit gas cap. The tank holds approximately 5 gallons of fuel and will require custom mounting. The use of a custom seat is required. Independent Gas Tank Co. 480-633-6700; www.independentgastank.com.

West Coast Choppers

West Coast Choppers produces one of the widest selections of custom fenders for your custom chopper. Shown here is a representative sampling of some of the models available. All are made of 18-gauge steel and come undrilled for all types of custom applications. For info go to www.westcoastchoppers.com or you can buy them through your Custom Chrome dealer. Call Custom Chrome at 408-778-0500 or log on to the Web site; www.customchrome.com for more information.

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MID-USA

Designed with the custom builder in mind, these rear fenders feature smooth sides with underlined mounts so that the exact placement can be determined by the technician. For strength, the fenders are manufactured from 0.080-inch stamped steel and include a phosphate-etched surface to help prevent corrosion and provide an excellent surface for most primers to adhere to. They are offered in three styles, Custom, Classic or Sentry. All three are available in 9 or 11 inches wide.

MID-USA

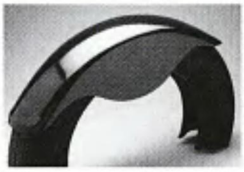
Also designed with the custom builder in mind, these front fenders feature smooth sides, phosphate-etched surfaces and undrilled mounts. They come in four styles: Nomad and Cafe in a 4 3/4-inch-wide fender for narrow a front end and 19- or 21-inch wheel; Spartan and Mako in 6 1/4-inch wide fender for wide front ends and 16-inch wheel.

MID-USA

Is this the custom tank you've been searching for? Produced from 16-gauge steel, it has a 3.8-gallon fuel capacity. The fuel valve mounting location is on the left side and is located 6 inches from the front of the tank. The tank's 1 1/2-inch rear inset provides just enough space for most seats. It includes mounting brackets with chromed, beveled washers and countersunk allen head bolts to complement the tank's style. It measures 22 1/2 inches long by 13 inches wide at the front and tapers down to 7 inches in the rear. Your choice of screw-in style with flush-mount locking gas cap, cam lock-style with flush-mount locking gas cap or screw pin-style vented gas cap. MID-USA Cycle Parts, 4937 Fyler Ave St. Louis, MO 63139; 314-351-3733; www.mid-usa.com

Milwaukee Iron

Metal fabricator extraordinaire Randy Simpson is famous for building award-winning custom motorcycles. His creations are always original and so are the many fender styles you can get from Milwaukee Iron. Milwaukee Iron custom fenders are available through many large dealers such as Chrome Specialties, Custom Chrome, or J&P Cycles. Milwaukee Iron, 3000 Lennox Street, Lynchburg, VA 24501; 804-845-7688



Arlen Ness/ Battistinis

Arlen Ness is now selling direct bolt-on, 1-piece fuel tanks for Harleys. Manufactured by Battistinis for Ness using 14-gauge aluminum with 5% magnesium content, the tanks are created using a patented process for extreme durability and consistency. All tanks are 13 1/2 inches long at the front, 6 1/2 inches wide at the rear and 23 inches long with a seat pocket depth of 1 inch. Each tank comes with a flush-mount gas cap and a capacity of 4.1 gallons. They have direct bolt on tanks available for Softails from '86 through present as well as all FXR and Dyna models. For more information contact Arlen Ness Enterprises Inc., 165209 E. 14th St. Dept. ER, San Leandro, CA 94578; 510-276-3395; Web www.arlenness.com

Paughco

Sportster owners looking to outfit their machines with large capacity tanks for long hauls and those who are interested in giving their Sporty that big twin look will find just what they're after in this latest custom replacement gas tank from Paughco. Shown here is the new 4.2 gallon fat bob-style tank designed specifically for '82-'94 Sportster applications. Fully pressure tested, these heavy-duty tanks bolt directly to the stock Sportster tank brackets. Paughco tanks can be purchased from Paughco dealers worldwide or by calling 800-423-2621.

Paughco

Shown here are three of the company's traditional fenders. The 5- x 42-inch flat chopper fender retails for $19 and is available in 6- and 7-inch widths as well. Paughco's 3 x 33-inch extended front fender, with bracket, is designed for a Wide Glide 21-inch wheel applications. Full rear coverage is provided by the skirted fender, which measures 9 x 35 inches. Contact Paughco at 800-423-2621.

Pro-One

Pro-One has you covered with their new Pro-Fatty rear fender. Custom fabricated from a single piece of heavy-gauge steel, with no welded seams, these awesome units measure a full 9 inches in width, plenty wide enough to house today's popular big-meat tires. They even have wire tubes welded in to protect your wiring. Choose from Contour, Heritage or Bobbed styles. For complete details call 800-884-4173 or see the complete Pro-One line at www.pro-one.com.

Xtreme

Xtreme Cycle Design offers innovative custom fabrication along with high-quality frames. Handcrafted sheet metal designs made specifically to enhance the Xtreme chopper style. Xtreme now offers two different styles of gas tanks the XS-Model and the XC-Model tank shown in photo. Also check out their Blank 11-inch hardtail fender and the strutless 11-inch Softail fenders available custom-fabricated to order. Oil bags are hand-formed and precision fitted and welded to conform to the smooth flowing lines of the Xtreme frames. To get more information call 714-628-1855 or visit them on the Web at www.xtremeframes.com

ZCB

Designed to be used with a 200-series tire on a 5 1/2-inch rim, these strutless fenders from ZCB does not require modification of the swingarm or offset kit. The fenders are compatible with wheels and belt pulleys for 2000 to present models. Fits all Dyna Glide models from 1991 to present. Contact your nearest Custom Chrome dealer. or locate all the listed info for Custom Chrome we've scattered through this article.

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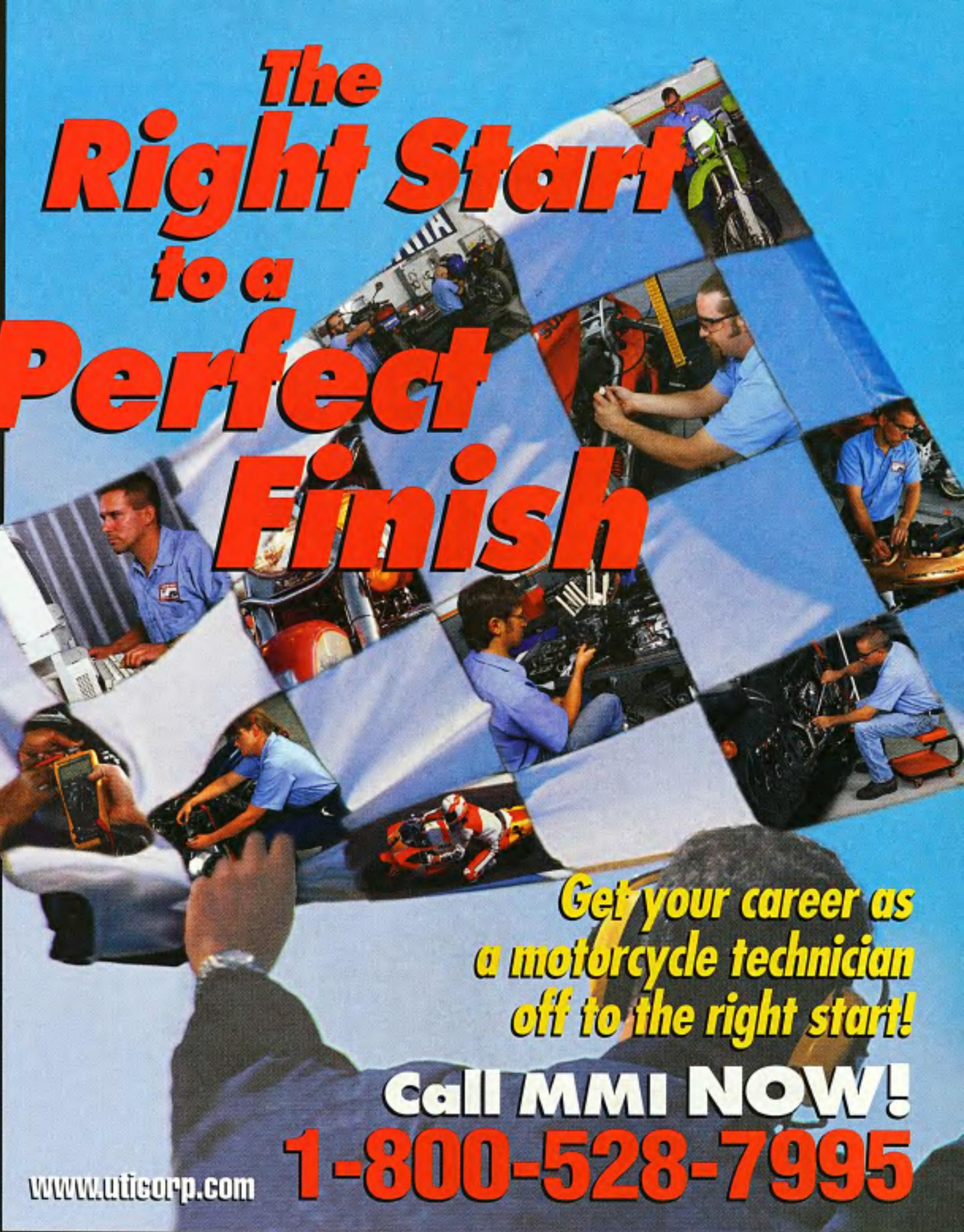

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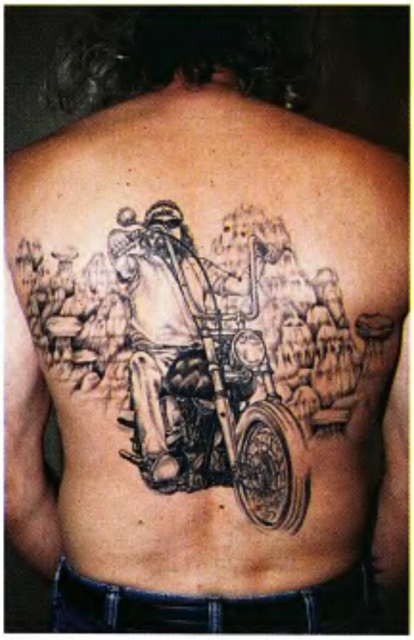
BADASS INK

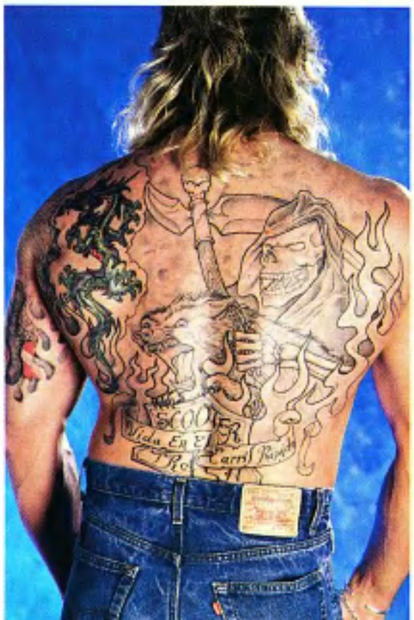
BIKER TATTOO SPECIAL

The Buzz of the tattoo gun, the smell of the ink, the horror when you realize that the inkslinger misunderstood what you told him and your fresh tat now reads..."Live to Ride, Ride to Brunch." Ahh, tattoos; rites of passage, which have celebrated the victory of the hunt, indoctrination into tribe, and membership into brotherhood since time out of mind.

Each year *Easyriders* brings you our Tattoo Special featuring some of the best biker "dermagraphics" from the talented lens of our senior photographer Billy Tinney. Billy has been shooting pictures of the two-wheeled lifestyle since our humble beginnings in 1971 and continues to bring you awesome ink through our sister publications *Tattoo*, *Tattoo Flash*, and *Tattoo Savage*.

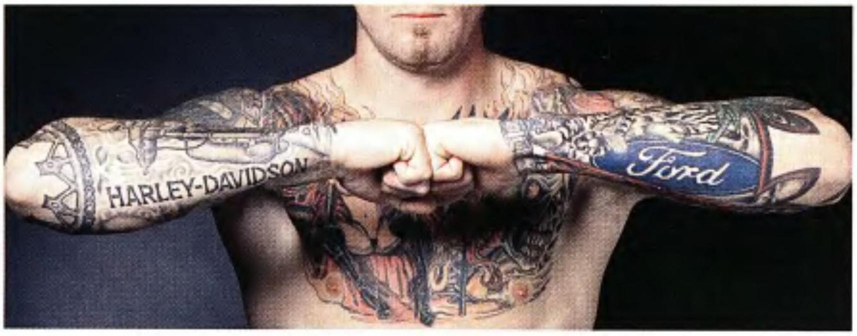
MOTOR
Harley-Davidson
CYCLES

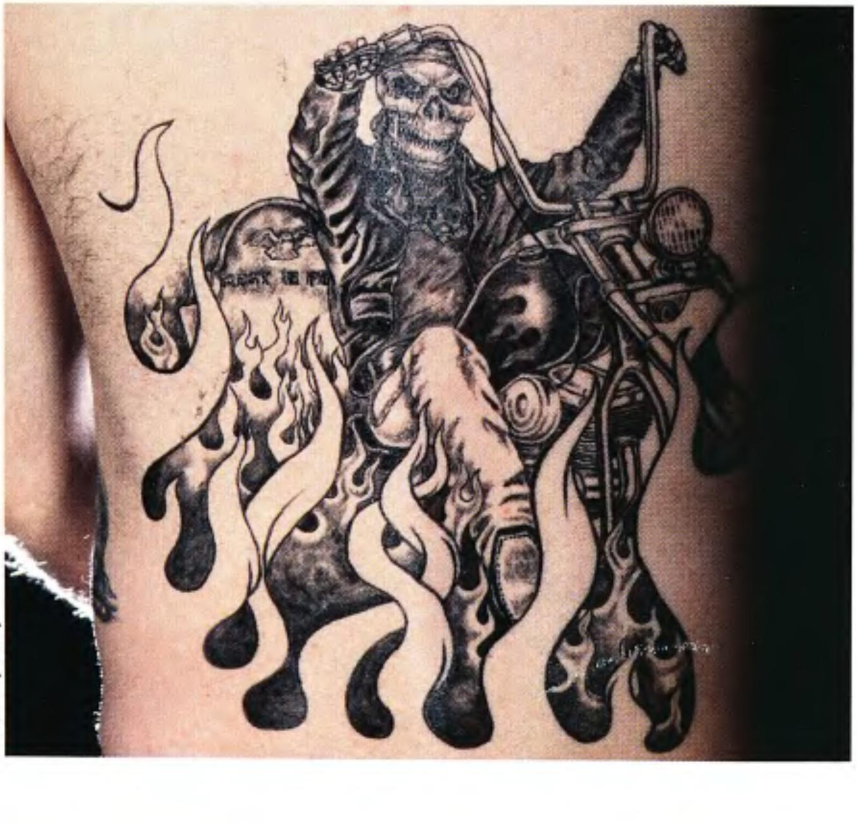




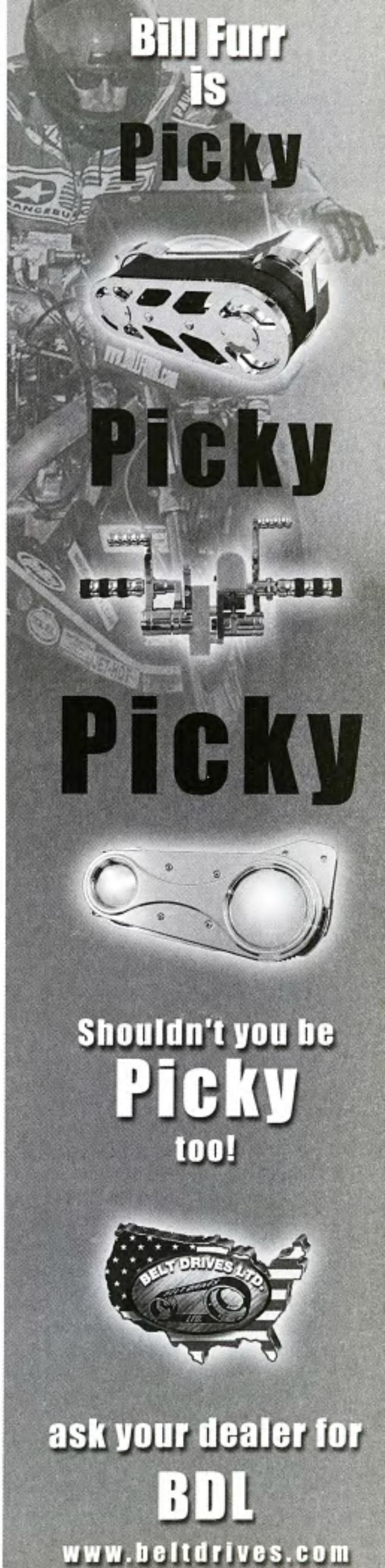
What is lying in wait for you on these pages are images that conjure up the whole of the riding experience. Here you'll find tattoos that were designed with great care to represent the collector's dreams of riding free, dedication to the lifestyle, and with a patriotic zeal for our way of life.

Perhaps this special look at biker ink will inspire you to go under the needle yourself and realize your own rite of passage. Just be very clear with the artist because tattoos are forever…even misspelled ones. *—Dave Nichols*





Photos: Billy Tinney

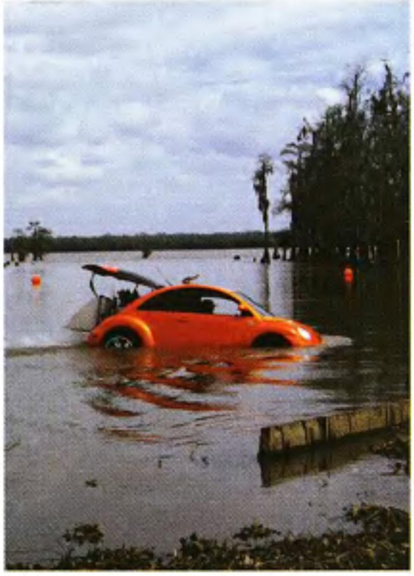


Q&A WITH THOM BEERS: CREATOR AND EXECUTIVE PRODUCER OF MONSTER GARAGE

MONSTER MAKER

The Lincoln Limo Fire Truck

Monster Garage host Jesse James



SUV Garbage Truck (here) and Swamp Buggy (left)

By now you've all seen the exploits of bike builder Jesse James and his crew of madcap cutups (literally) who carve up stock cars and trucks, turning them into...well, other things, on The Discovery Channel's Monster Garage. *Things like a Ford Explorer Garbage Truck; a Lincoln Limo Fire Truck; a Volkswagen Beetle Swamp Boat; and a Ford Mustang Lawnmower.*

Well, the show is a hit and Jesse and his Monster Garage *team are revving up to make more Frankencars (see local listings for Discovery Channel dates and times). Special thanks go out to producer/director Hugh King who puts this crazy-ass show together (as well as* Motorcycle Mania Parts 1 and 2 *through eternity). We asked show creator and head Monster Maker Thom Beers (we like the name) to tell us what to expect from the next batch of monster madness.* —Dave Nichols

Q. What inspired you to transform ordinary vehicles into monster machines?

A. Sitting in L.A. traffic I've had a lot of time to think about things...I kept looking at the cars next to me and started to redesign them. It was the driver that started the process. The guy in the SUV looked like a garbage man. The man in the Mustang looked like a landscaper. The guy driving a school bus looked like he just wanted to be on vacation on a lake in Minnesota. So that's how it all started.

Q. How did you discover the series host, Jesse James?

A. I had been commissioned by The Discovery Channel to make a motorcycle special. Originally they wanted a film about Harley-Davidson owners. But, I had already done the definitive History of Harley for TBS, So I started looking around for something else and it always starts with interesting characters. You guys at *Easyriders* magazine gave us a few names and Jesse was one of them. We went to about 20 garages and then West Coast Choppers. It was the ultimate playground...beautiful custom-built choppers, low riders, a chopped and channeled '57 Chevy. A 1949 Ford panel truck, Ducatti's, VORs, MV AGUSTAs, a fish tank with live sharks in it and the back of the shop has grinders, lathes, power hammers, band saws...rap music blaring...sparks flying...it was like I died and went to boy heaven.

Q. Where do you recruit the *Monster Garage* team members?

A. At first we begged. Nobody really kind of got what we were trying to do—you know it kind of went like this, "Hey, we were thinking about making the world's fastest lawnmower out of a Ford Mustang GT convertible, want to help?"

and they'd go "Why?" and we'd go "'Cause it would be kind of cool," and most of the people would look at us like we were crazy. But, some of them got it…and we took the most talented, interesting and funny ones of that group and threw them in the show. Now that the show has begun airing we have an application on the Discovery Web site and we're getting about 200 potential Monster Builders a day.

Q. What is the total budget for each vehicle transformation?

A. We buy the cars for an average of about $8,000 apiece. Some more, some less. Then we give the Build Team a budget of $3,000 to buy anything they need to create the Monster Car. We also allow them to sell anything they can on e-Bay and use the profits for parts and then the real kicker is whatever they find under the seats. We found $1.39 in change under the Explorer seats. The team is also allowed to do as much scavenging as possible. Also, begging and borrowing is OK. We don't need new parts most of the time unless it's a totally specialized piece of equipment like a carbon fiber propeller. All the cosmetics are done outside the competition and their budget. The show pays for a Monster paint job (from master painter Tom Prewitt of Damon's). That's just a vanity issue. We want to look as beautiful as possible for the cameras. We kind of treat Tom Prewitt as one of Monster Santa's Elves. He works all night while the others sleep.

Jesse at work on the Lincoln Limo Fire Truck.

Photos: © The Discovery Channel

Q. Where do Jesse and his crews get their "freebies," and is there a financial limit as to how much free stuff they can receive?

A. Monster Garage gets some cool free stuff (mostly cosmetics) from suppliers. The chrome wheels are supplied by L.A. Wheels. They cost about $2,400 a set. Then the paint comes from House of Kolor. The metal flake and pearl flake paints are pretty costly. About $5,000 is put into each paint job. But again…this is cosmetic only. We're trying to eliminate completely all "functional" freebie parts. So, not counting labor we're into the cars on average of about $15,000 per.

Q. What are some of the upcoming transformations you have in store for next season?

A. A Chevrolet Super Sport Impala into a Zamboni; A Suzuki Samurai into a hot air balloon; A Bread truck into the ultimate UPS truck; A PT Cruiser into a tree mulcher; A Fiat into a snowmobil; A Porsche into a driving range golf ball collector.

Q. What do you do with the finished cars after you shoot each episode?

A. They're here at the *Monster Garage* set. We're going to start moving them around to museums, trade shows, big car shows, state fairs, concerts and malls in the fall.

Q. Are you taking outside suggestions for potential transformations? If so, whom would we contact?

A. The Discovery *Monster Garage* Web site has forwarded us about 20 good ideas. We're looking at two of them. But, please, hold up on the hearse recommendations. We've gotten about every possible suggestion already.

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'YA BETTER CHECK YER PECKER

A Vulgar Display Of Power

There's nothing quite like discovering yer dick hangin' out of your chaps five minutes after exiting a porta john. Sure, you'll get lots of attention, but you're always the last to find out why. Doug Lineback built this choice chopper with so much going for it in the meaty motor department that its mean mechanical member stands out at you like a wild willy in the wind. Everywhere that Doug took his bike people were engrossed as they studied its fully engorged 113 inches of hot pulsating thrust.

Women fainted, children cried, and even sheep herders yodeled in dank approval, forcing him to call it "a vulgar display of power." Yes, this is starting to get weird, but look very closely and don't be frightened. This is the perfect example of a bike builder applying the "less equals more" principle to a rigid hot rod.

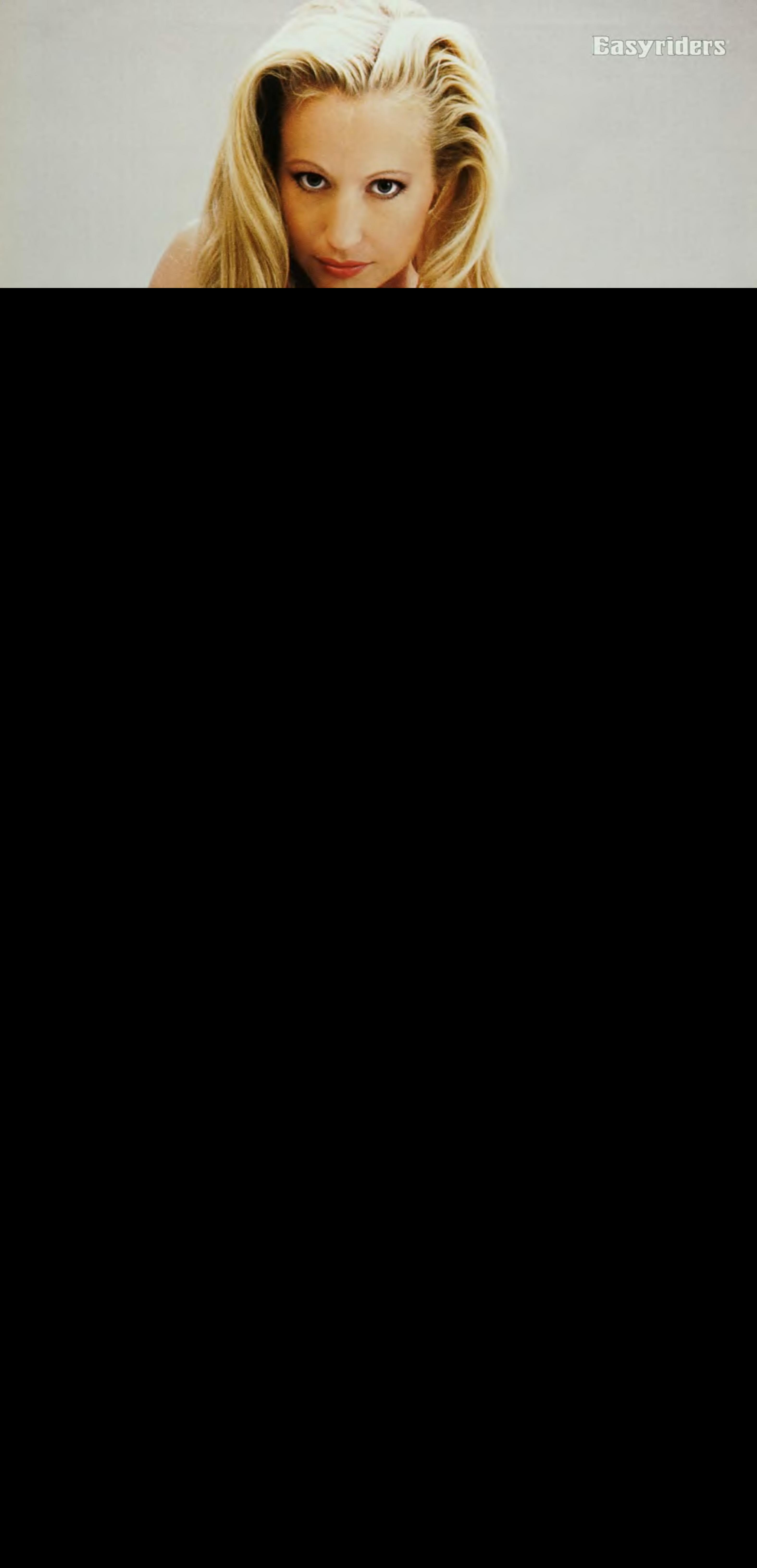
Doug has been in fast company since the age of 10. His two dirt bike buddies, Jeff LaHaie, son of World Champion Top Fuel drag racer Dick LaHaie, and famous National Flat Track Champion, the late Ted Boody, made sure that he would be riding WFO from the very beginning. After three years of semipro motocross action, he started working for his local Harley-Davidson dealership on weekends and after school. When he was 17, Doug bought a brand new FLH and rode it everywhere that he could while wrenching on some really cool resto-rods like a 1955 Chevy Bel Air, a blown '65 Vette, a '69 big block Chevelle, and a nasty '70 Challenger Hemi Cuda.

Ten Harley's and two ground-up custom bikes later, Doug opened up his extensive collection of *Easyriders* rags and began plucking his favorites from the pages. Sort of like he was judging his own bike show with 1,500 of the best rides in the history of bike construction. His concept was a "take no prisoners" approach that turned out the exact result he was dreaming of. Using today's technology allowed Doug to import the cream of the crop into his computer and doing this little trick of digital prestidigitation allowed him to see what kind of stretch, rake, and trail he would be going with. State-of-the-art squeal with old-school appeal, this chopper was built to be ridden hard and fast, like a two dollar Tijuana whore named Marcy, who could do things to you with her one good arm that would make you forget about that "thing" on her neck. Doug told us that the project went together like a dream, even though it took over a year to complete. Hey, don't give him any shit about that. He only works 75 hours a week not counting building bikes. As a contract engineer and project manager, Doug knows that there is more than one way to spank a monkey. He sites Billy Lane, Tim Conder, Jesse James, Russell Mitchell and Mark Cohen as the badass bike builders responsible for inspiring his latest labor of love, but the support of his wife Lisa is a big part of what made it possible.

To sum this all up, when the mighty magneto-motor was finished, Doug wanted to display it in his living room as a work of art. We all agreed and Doug's vulgar display of power won first place in the Spectator class at the 2001 Easyriders Invitational Bike Show in Columbus, Ohio. Ya can't beat that.

You can bet we'll be keeping an eye out (and our zippers up) to see what Doug brings to next year's bike show tour. You just know whatever seductive custom scoot he builds is gonna be bad to the bone.

—Jeff Moore


Easyriders

passin' gas

A 92-year-old biker goes into confession. The moment he's settled in he blurts out, "Father, I had sex with a pair of 19-year-old girls!"

The priest replies, "Wait a minute, my son. I don't recognize your voice. Are you a member of this parish?"

The old bro says, "Uhhh. No, actually Father, I'm not."

"But you are a Roman Catholic, aren't you?"

"Uhhh. Well, no, I'm not...," stammers the biker.

"Well, why are you telling me about this?" asks the priest.

The old biker quickly answers, "Hell, Father. I'm tellin' everyone I can about it!"

Big D
Funtown, Calif.

Maddog goes to the local DMV to have his license renewed and found himself waiting in line for many hours. Finally, it was his turn and the girl behind the counter hands him the new license.

He looked at the new ID for a moment and then tells the DMV worker, "I was standin' there in the damn line so long, I sure look grouchy in this photo."

The clerk looks up at him and replies, "That's OK. That's how you're gonna look when the cops pull you over, anyway!"

Rooster
Crescent City, Calif.

So this bro dies and when he arrives in hell, he's met by the devil and told that each person is offered several choices of torture that run in 1,000-year cycles. The devil then leads him into room after room of torture and pain, each more horrible than the last. The bro starts getting' worried, thinkin' eternity is gonna suck, when finally they go to a room where a pretty young hard-belly is givin' head to this dude drinkin' a frosty beer.

"There. Now that's more like it," the bro tells the devil.

"Are you absolutely sure?" asks the dark one. "This decision will last 1,000 years you know."

"Yep. I'm sure," says the bro.

At that point, the devil walks over to the sexy young thang and says, "You can go now. I've found your replacement."

Sarah Brack
Vacaville, Calif.

After weeks and weeks of suspicion, this guy's jealous wife fired their maid because she believed the maid and her ol' man had been getting it on behind her back. But before the maid was finished packing, the attractive employee looked up and bragged, "You know, I am a much better cook than you are."

The wife just shrugged her shoulders and said, "I don't need to cook, I just hire people for that."

Then the maid says, "Well, I'm also much better in bed..."

"What?" the woman screams. "Did my husband tell you that?"

"No," replies the now unemployed maid. "The mailman did."

G. Lowery
Long Beach, Calif.

Big Jack gets home from work one day just in time to find his ol' lady in bed with some other guy. Furious, he drags the sonuvabitch out to the garage where he puts the guy's pecker in a vise. He tightens the vise down and then removes the handle from the vise and picks up a hacksaw.

The terrified stranger then screams, "Stop! Stop! You're not going to...to...cut it off are you?"

Big Jack just shakes his head and hands the bastard the hacksaw and says, "Nope. You are. I'm just gonna set the garage on fire."

William D. Walters
Somerset, Pa.

There were these four bikers who'd stopped at a local choke 'n' puke for a bite and a few brews. One of them made a comment about how his ol' lady kept complainin' about how big his dick was. Well, they all started braggin' about just how well-endowed each was, so they decided to settle the argument and see just whose pecker was the biggest.

The four of 'em got up and proceeded to pull out their peckers and flopped 'em on the salad bar to compare. Just as the last bro whipped his out, he smiled a big smile since he obviously was the winner. Just then, two knock-out babes walk in. They catch an eyeful of what's going on at the salad bar and the blonde says to the brunette with a knowing smile, "See, I told you they had the best buffet in town!"

Tex
New Boston, Texas

Roach and this hot chick he picked up were parked on a back road, fogging up the windows pretty well when the chick suddenly stopped him and said, "I should have mentioned this earlier, but I'm actually a hooker and I usually charge 20 bucks for a piece of ass."

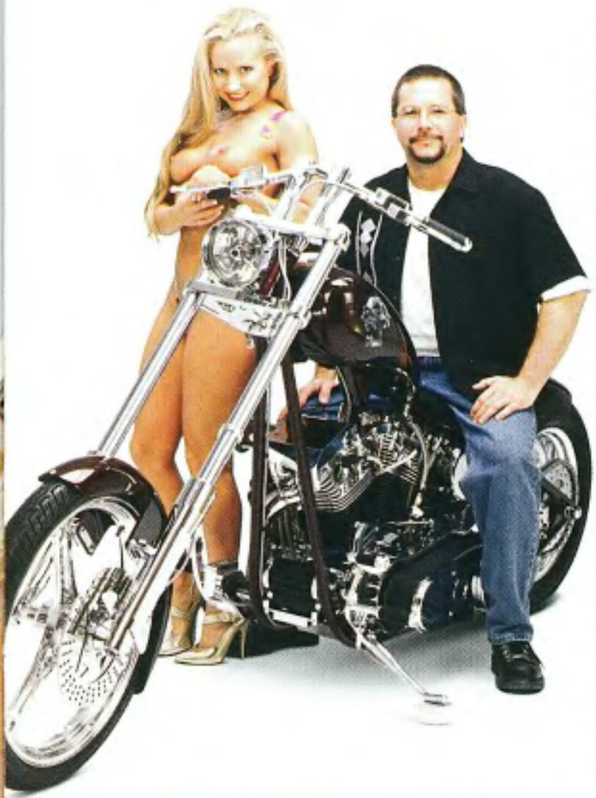
Well, Roach was too horny at the moment to care, so he paid her and they did their thing. After they were done, he just sat there in the driver's seat, just burnin' one and starin' out the window.

Just then, Roach's date asked, "Why are we just sitting here. We can leave now."

"Well," Roach replied, "I shoulda told ya this earlier, but I'm a taxi driver, and the fare back to town from here is 25 bucks."

Teddy Powers
Lamont, Calif

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: ....Doug Lineback
City: ....Lawrenceburg, Indiana

General

Fabrication: ....Doug Lineback
Year / make: ....2001 Custom
Model: ....chopper
Assembly: ....Doug Lineback
Time: ....1 year
Chroming: ....Jon Wright's Custom Chrome

Engine

Year: ....2001 S&S
Rebuilder: ....Don's Custom Cycles
Displacement: ....113 cubic inches
Cam: ....S&S 562
Carb: ....S&S Super "D" Pro
Pipes: ....Doug Lineback

Transmission

Year/make: ....2001 custom built

Painting

Molding: ....Doug Lineback
Painter: ....Don's Custom Cycle
Color: ....Wild Cherry
Type: ....House of Kolor
Special paint: ..Armstrong Designs

Frame

Year/ make: 2001/Daytec
Type: ....rigid
Rake: ....38 degrees
Stretch: ....8 inches

Accessories

Handlebars: ....Doug Lineback
Handlebar controls: ..Performance Machine
Fenders: ....modified Exile rear, Jesse James front
Headlight: ....Headwinds
Taillight: ....Paul Yaffe
Pegs: ....Excel
Foot controls: ....Excel
Gas tank: ....D&D
Oil tank: ....Doug Lineback
Seat: .... High End, modified
Grips: ....Paul Yaffe

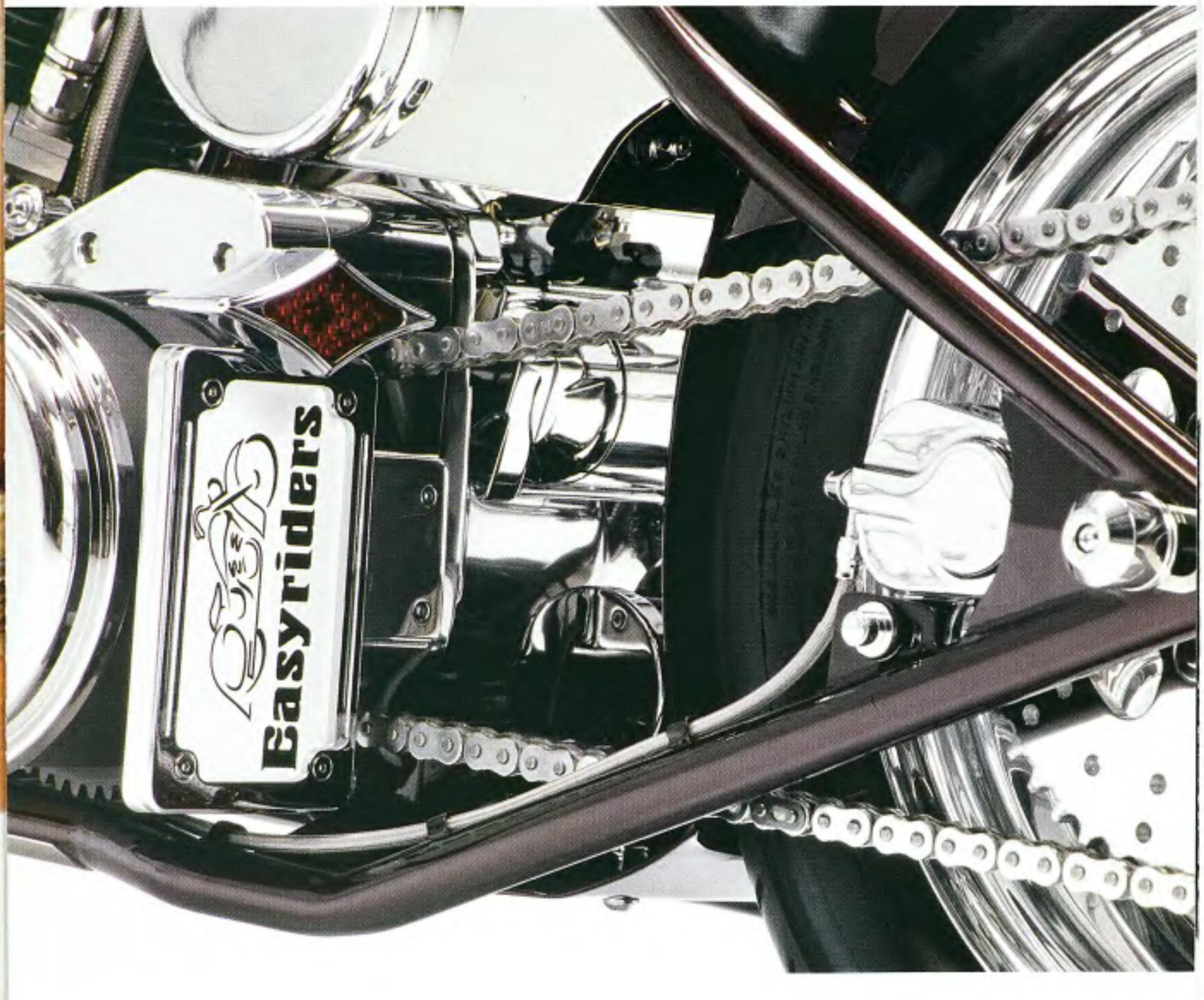
Front end

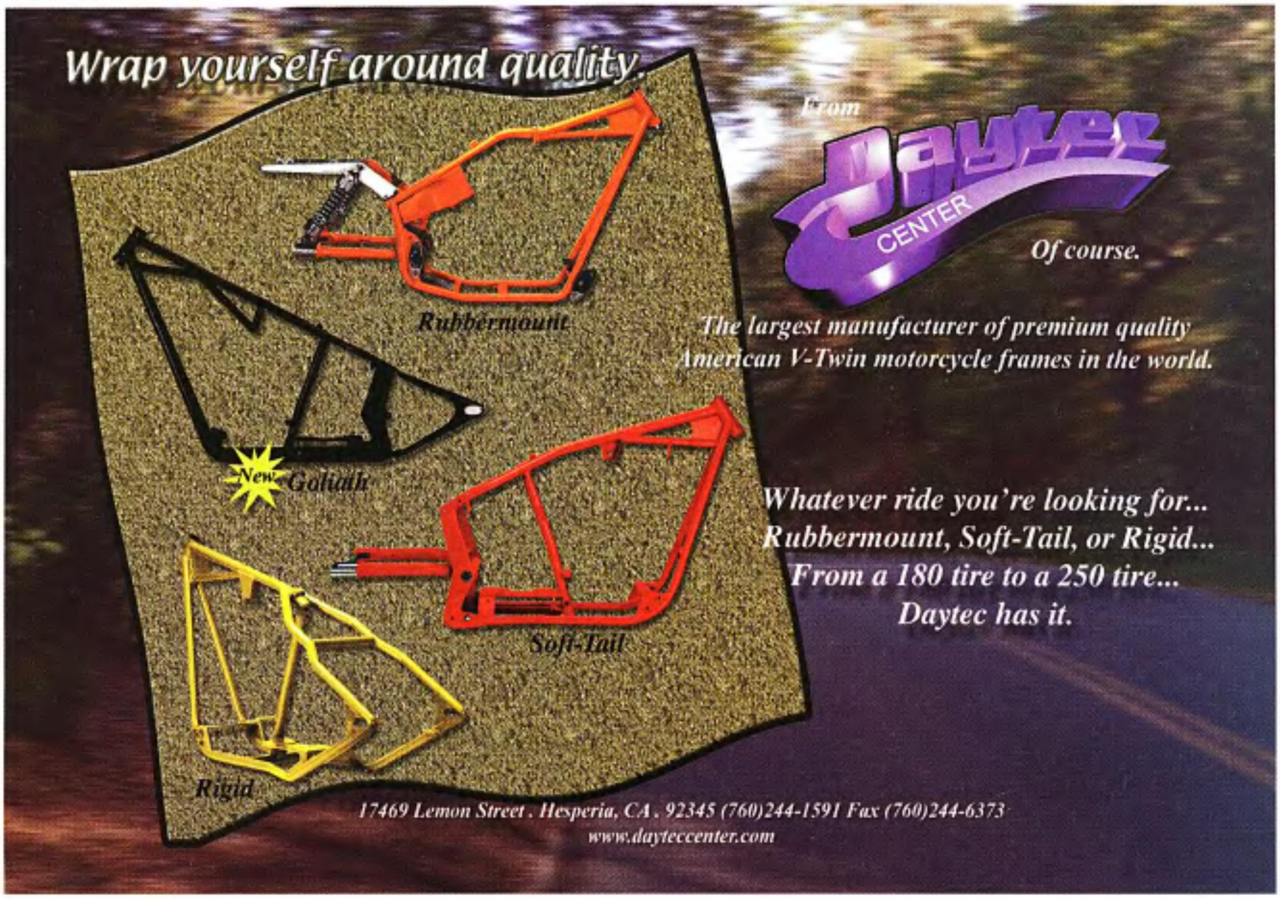
Type: ......Wide chopper, 10 inches over extended; tubes from Forking by Frank, Pro One lowers, Covington 5-degree trees, Axle covers by Doug Lineback
Builder: ....Doug Lineback

Wheels

Make: ....PM Trespasser
Size: ....21-inch front, 16-inch rear
Tires: ......Metzeler front, Avon rear
Brakes: ....Wilwood front, Exile cycles rear

Photos: ....Mike Farabaugh

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LATEST FROM EUROCOMPONENTS

OPERATION V-ROD

The dyke has broken. What began as a meager trickle of European custom builders competing—and eventually winning—in the formerly American-only custom bike fortress of Daytona Beach, has grown into a deluge of mind-boggling, eye-pleasing, and indeed heart-stopping showcases of custom building at its finest coming from across the big pond.

German custom guru Fred Kodlin might have been one of the first to rip a big hole into the already cracked dyke by winning not once, but twice at the 2001 Rat's Hole Show, but he's certainly not the only one selling a uniquely American product back to the Americans…after giving it his own and very European touch. It's sort of—to use a uniquely European proverb—like bringing coals to Newcastle.

Last year's Daytona shindig saw an army of Europeans following Kodlin

onto American shores, builders like Marcus Walz and Thomas Habermann, shops like Penz Performance, House of Thunder, Bike Farm...just to name a few who've left their imprint on what used to be a purely domestic affair. Harley-Davidsons' new V-Rod has been bowling them over in the old countries, particularly in Germany, because the V-Rod is a lot more like what those *shpeed* freaks on the autobahn love in a motorcycle: speed, power, agility, quickness...oh, and did we mention speed? We didn't think we had to.

And speaking of speed: Speed-Point is another such shop from the fatherland where the V-Rod was celebrated like the Second Coming of Christ. Folks there were so happy about it, they customized not one, but two V-Rods and promptly brought them back to Daytona to show the Americans what this new *wunderbike* means to them. To make it even more of an irresistible package, the folks at Speed-Point manufactured, and engaged several shops throughout Europe to build V-Rod-specific custom hardware. Such as the aluminum-ceramic brake system, which Speed-Point developed within its own walls, adding certain brake components originally developed by the French racing specialists Beringer. Other contributors were Tough Stuff H-D Konz, Germany, and MS Cycles of Innsbruck, Austria.

Both bikes had to be completely disassembled for all the custom parts to go on—only the motors remained untouched, since they are already autobahn-ready with a top speed of close to 150 mph right out of the box. German frame manufacturer UHS came up with a wider swingarm to fit the intended Metzeler 240 tire wrapped around an 18-inch Hyspeed rear wheel that's 9 inches wide. Like the stock version, the rear wheel contains a rubber damper, albeit smaller than stock, that softens the torque and power of this water-cooled behemoth and diverts the acceleration stress away from the belt. There are many more modifications, of course, but due to space limitations, the reader can glean them from the accompanying charts for the two bikes.

Helping these European *meister* builders infiltrate the American market with their custom goodies is an outfit called Eurocomponents, with its headquarters in Daytona Beach, Florida. In fact, both V-Rods could be seen during Bike Week at the Eurocomponents'

Silver V-Rod
Owner: who knows?
City: somewhere in Germany
General
Fabrication: Speed-Point/H-D
Year and make: 2002 VRCSA
Model: V-Rod
Value: 32,000 Euros
Assembly: Speed-Point
Time: 4 weeks
Engine
Year: 2001
Model: VRSCA
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 1130cc
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: Harley-Davidson
Pipes: Harley-Davidson
Mufflers: Harley-Davidson
Transmission
Year: 2001
Shifting: foot
Engine sprocket: Harley-Davidson
Trans sprocket: Harley-Davidson
Wheel sprocket: Eurocomponents
Painting
Molding: KRUSE
Painter: KRUSE
Color: silver with ghost flames
Special paint: flames
Frame
Year: 2001
Builder: Harley-Davidson
Type: VRSCA
Rake: stock
Stretch: stock
Accessories
Bars: hand controls with hydraulic clutch
Risers: Harley-Davidson
Fender(s): Eurocomponents
Headlight: Harley-Davidson
Taillight: Eurocomponents
Speedo: Harley-Davidson
Front pegs: Harley-Davidson
Rear pegs: Harley-Davidson
Electrics: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Primary cover: Harley-Davidson
Seat: Harley-Davidson
Mirrors: Eurocomponents
Grips: Eurocomponents
Forks
Type: Harley-Davidson
Extension: stock
Builder: Harley-Davidson
Wheels: Eurocomponents
Front
Size: 18 inches
Hub: Eurocomponents
Rim width: 4 inches
Tire: Metzeler 130/60
Brake: Eurocomponents
Rear
Size: 18 inches
Hub: Eurocomponents
Rim width: 9 inches
Tire: Metzeler 240/40
Brake: Eurocomponents
Photographer: Pam Procter

Black V-Rod
Owner: Olli
City: somewhere in Germany
General
Fabrication: Speed-Point/H-D
Year and make: 2002 VRCSA
Model: V-Rod
Value: 34,000 Euros
Assembly: Speed-Point
Time: 4 weeks
Chroming: what chrome?
Engine
Year: 2001
Model: VRSCA
Builder: Harley-Davidson
Ignition: Harley-Davidson
Displacement: 1130cc
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Harley-Davidson
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): Harley-Davidson
Air cleaner: Harley-Davidson
Pipes: Harley-Davidson
Mufflers: Harley-Davidson
Transmission
Year: 2001
Shifting: Harley-Davidson
Engine sprocket: Harley-Davidson
Trans sprocket: Harley-Davidson
Wheel sprocket: Harley-Davidson
Painting
Molding: KRUSE
Painter: KRUSE
Color: black
Special paint: silver graphics
Frame
Year: 2001
Builder: Harley-Davidson
Type: VRSCA
Rake: stock
Stretch: stock
Other alterations: fork legs polished
Accessories
Bars: Eurocomponents
Risers: Harley-Davidson
Fender(s): Eurocomponents
Headlight: H-D/Eurocomponents fairing
Taillight: Harley-Davidson
Speedo: Harley-Davidson
Front pegs: Harley-Davidson
Rear pegs: Harley-Davidson
Electrics: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Oil system: Harley-Davidson
Primary cover: Harley-Davidson
Seat: Speed-Point
Mirrors: Eurocomponents
Grips: Eurocomponents
Forks
Type: Harley-Davidson
Extension: stock
Builder: Harley-Davidson
Special features:
Wheels: Eurocomponents
Front
Size: 18 inches
Hub: Eurocomponents
Rim width: 4 inches
Tire: Metzeler 130/60
Brake: Eurocomponents
Rear
Size: 18 inches
Hub: Eurocomponents
Rim width: 9 inches
Tire: Metzeler 240/40
Brake: Eurocomponents
Photographer: Pam Procter

showroom, and "the people went crazy over them, especially the black one," Lorenzo Da Madice, owner of Eurocomponents, remembers. "Right away, we got orders for parts, even without us being able to give customers a price, because we didn't have the parts in stock yet."

But everything custom on these two V-Rods will be available in America by the time you read this, according to Lorenzo, starting with "the swingarm conversion kit, which includes everything necessary, or the headlight fairing," says Lorenzo. But it doesn't stop there: Discerning Americans can also get European-made hand controls, half-inch diameter clutch brake cylinders ("which improves performance dramatically," says Lorenzo, "you can pull the lever with two fingers"), gas tanks, handlebars, grips, mirrors, taillights...the list is endless and can be perused in Eurocomponents' very own and stylish catalog.

Eurocomponents has been around for the past six years, importing, as the name implies, European-made parts and components for pretty much all models of Harleys and Buells and distributing them through their 2,000 to 2,500 dealers throughout the U.S. "We sell parts made in Italy, Germany, the Netherlands, Switzerland, Sweden...," Lorenzo explains, "but now we're also starting to make our own line of products, parts that we can't find elsewhere, and for that, we have our own machine shops in Florida and Louisiana."

Interest in his products is so strong, Lorenzo contends, "because the design is so different; it picks up from the European automotive heritage, which is different from the American one. But also, the quality is very good, on par with the American quality and much higher than that of Asian parts."

The custom parts for these V-Rods will be included in Eurocomponents' 2003 catalog, but Lorenzo says that Speed-Point is already working on another V-Rod, which should be ready for viewing at the Daytona Bike Week 2003 and contain another, brand-new set of custom goodies from across the Pond.

—Red Baron

For more info on these V-Rods and Eurocomponents, or how to find a dealer, simply ride the Web over to www.eurocompnentsusa.com, or call Lorenzo at 386-274-5729.

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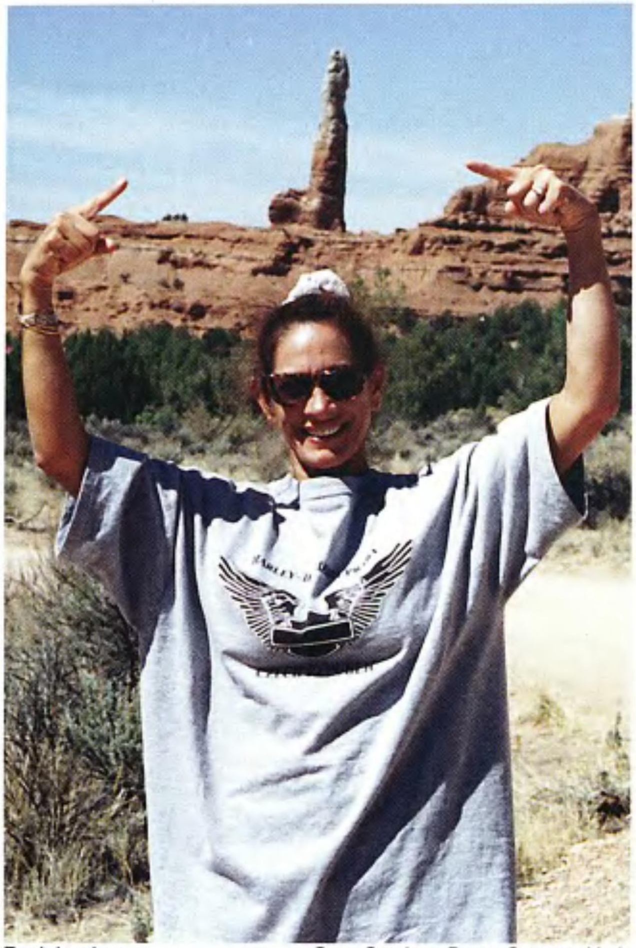
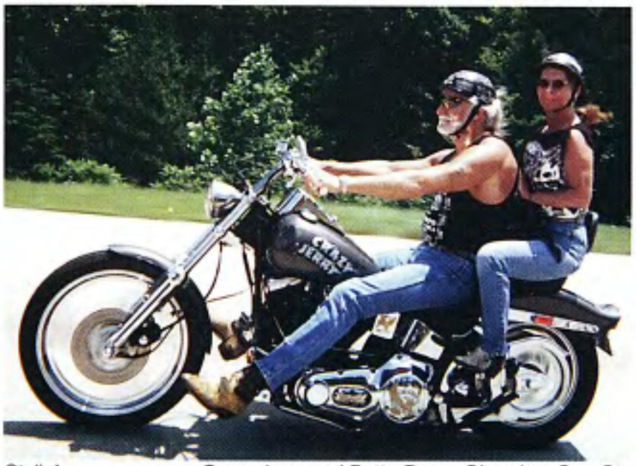
Crowd pleasers at Cabbage Patch. —*Paul Harvey, Eustis, Fla.*

Easyriders invades Afghanistan! —*Tony Davit, Panama City, Fla. On tour in the mountains of Afghanistan.*



Rock hard on. —*Greg Cordner, Bryce Canyon, Utah*

Crapper drags rule! —*Matthew Sincere, Columbia, Conn.*



Stylin'. —*Crazy Jerry and Bette Boop, Cherokee Co., Ga.*

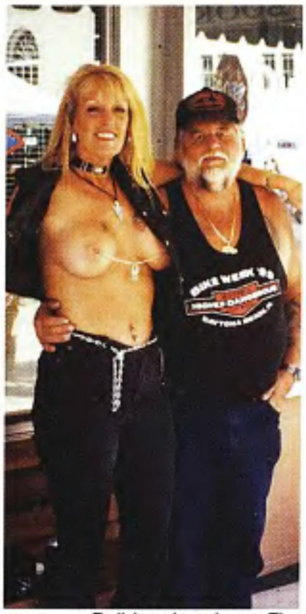
Boobaliciousness. —*Rick Koury, Daytona Bike Week 2002*

White line fever. —Scooter Grubb, Tucson, Ariz.

Bikini queenie at Daytona '97. —Harvey Darling, Wroxeter, Ontario

Nice tools. —Janna Hockenberry, Canandaigua, N.Y.

Back bumpers. —Ray Owens, Welcome, N.C.



—Bulldog, Leesburg, Fla.

Woof. —Paul Harvey, Eustis, Fla.

Three's company. —Will's Honky Tonk, Port Orange, Fla.

Cheers! —Ron and Cookie's wedding, Stoughton, Saskatchewan

Softailin' to Rolling Thunder XV. —Ron Rice, Falls Church, Va.

All American scenery no matter the country. —Keith Brown, Auckland, New Zealand

Keepin' us free and thinkin' of NYC. *—Steven Fry and B Co. 3-160 SOAR(A), Kandahar, Afghanistan*

A buncha bouncin' Redwood Runners. *—Ken Karagozian, Agoura Hills, Calif.*

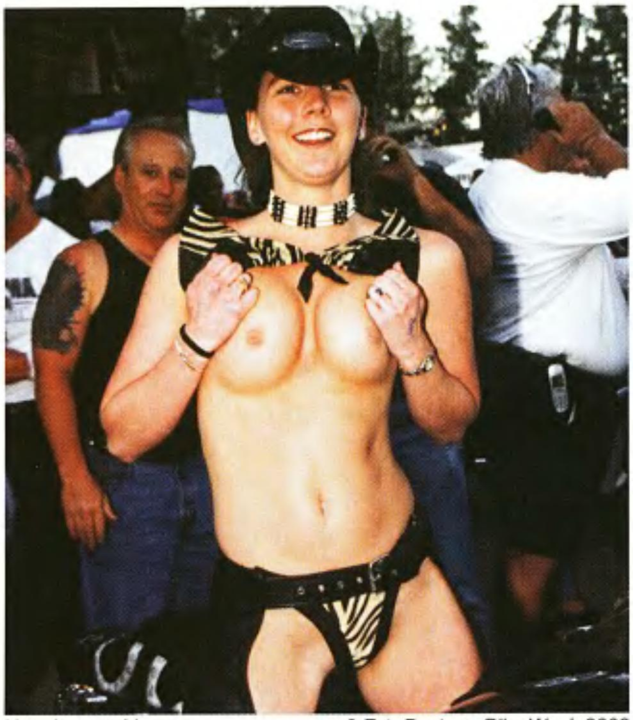
Hello, Nurse! —*Wade Quadnutz, Love Ride 18, Lake Castaic, Calif.*

Mountaineer crue at Daytona. —*Todd Howard, Charleston, W. Va.*

Graybeard boogie to R.T. XV. —*Scott Pierson, Gaithersburg, Md.*

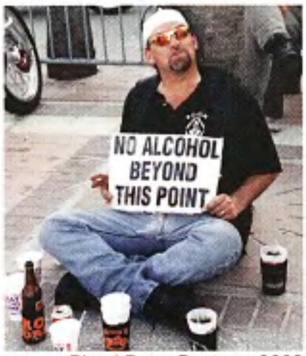
Hey man, I'm on fire. —*Stuart Sprung, Dago crew in New Orleans*

In the wind again. —*Katmandu, Daytona Bike Week 2002*



Howdy cowgirl. —2 Fat, Daytona Bike Week 2002

—Katmandu, Port St. Lucie, Fla.



—Pistol Pete, Daytona 2002

—Kim Geiselman, Daytona 2002

Thirteen great tits! —Fred Stoll, Holly Hill, Fla.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photography. Please include your mailing address with your digital submission.

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EDDIE TROTTA'S GOLD DUST CAMEL BIKE

All That Glitters

When you've got a choice between a golf cart and a new Ferrari Modena, life must be good. It's one of the dilemmas facing bike builder Eddie Trotta of Ft. Lauderdale's Thunder Cycle Designs in Florida.

Actually Eddie's not after Tiger Wood's slot and uses the golf cart, decorated with Harley stickers, to amble back and forth between his retail store and his 10,000-square-foot fabrication facility. The two are about 200 yards apart and adjacent to each other. The Ferrari was part of a bike swap he put together, exchanging two-wheeled Yankee ingenuity for Italian four-wheeled flair. Eddie's got plenty of both.

Business is booming as Eddie continues to build show winning ultra-custom bikes as well as a new line of Thunder Roadsters to the tune of one per week. You can now walk into his showroom and immediately ride away on an Eddie Trotta custom, paint included. If you want it totally custom built to your specs that may take a while longer, but it's never too late to put your name on the waiting list. He recently did get an ASAP bike project that focused his attention, a request from the Camel people at R.J. Reynolds to create one of their annual specials for the prestigious Camel Roadhouse Series. Eddie's Gold Dust custom joined up with three other cool scoots by Jim Nasi, Jesse James and Kendall Johnson of Canada's Headquarters fame.

Eddie's been rolling out the custom thunder for more than 30 years and this year has created some 40 custom bikes, many of them going to repeat customers, several owning half a dozen of his obviously addictive road burners. While Eddie's an acknowledged master of his profession, few people know that he's also an accomplished musician, a master of the ivory keys, having attended the Berklee College of Music before setting up shop in Ft. Lauderdale in the early '70s. While his fingers raced across the keyboard, he was also racing thoroughbred horses with over 100 victories.

Obviously a guy who appreciates horsepower, he has this particular bike showing its oats via a 120-cubic-inch Merch motor fed by an S&S carb. All this was aided by Thunder Cycle headwork that set the dyno off at 140 horsepower. "This year I had used a couple 120 Merch engines in customers bikes. I put them in hardtails and they were wheel-popping suckers. Our polisher, Brightside, is second to none. When they polish up the Merch, it looks like a billet motor.

"Being selected to build a Camel bike gave me a big incentive to build a killer custom, a state-of-the-art hyper-bike. Three of the five months we had to build the bike went into the frame from Rolling Thunder," Eddie told us. "I didn't want to build just another drop seat bike; I wanted it to fade into the drop seat. I see a lot drop seat bikes where you have to take the back wheel off to change the battery. I wanted to make it a rideable bike where you could just pick up the seat and change the battery if it went out on you on the road. I also did a single-sided swingarm using a left-side drive while the year before was a prototype, a first time use of a right-handed drive that we worked up with Baker. This year I was going for more of a show bike, an ultra-contemporary look, but it also rides surprisingly well. And since it was a one-off frame, more like a tubular chassis, we decided to focus the aesthetic theme, a recurring C-curve, around the single down tube that met right underneath the motor. Even before we put the motor in the bike, you could tell it was a 100% different looking and looked like a three-wheeler or something," Eddie says.

The Camel Bike was painted in-house by Thunder Cycle with the excellent graphics handled by Billy Streeter. "It's a sunrise pearl color, and we added a lot dry gold flake. I hated to do any artwork over it, that's how nice the base coat by our painter was," laughs Eddie.

The sun, so to speak, will be rising all over the country, because Eddie and this

Camel Bike will be traveling to all the Camel events.

Obviously Gold Dust is more than just a custom bike, rather it's a metaphor for Eddie Trotta's continued success on all levels. And he believes in giving as well as receiving. A supporter of the Boy's and Girl's Clubs of Broward County, three of his custom bikes raised over a $100,000 for the charity when auctioned off at the annual *VQ* Biker's Ball.

You can find Eddie at all the major up-coming bike events. In the meantime, if you want more information about Eddie's ever increasing line of custom bike options, parts and accessories, check out their all-new Web site www.thundercycle.com or call him at 954-763-2100. *—Paul Garson*

We'll unveil another one of this year's Camel Bikes right here next month.

—Ed

Owner: ....Camel/R.J. Reynolds
City: ....Winston-Salem, North Carolina

General

Designer: ..Thunder Cycle Designs (TCD)
Fabrication: ....TCD
Year and make: ....2002 Thunder Cycle
Model: ....Thunder Bolt
Assembly: ....TCD
Time: ....5 months
Chroming: ....S&H

Engine

Year: 2002
Model: ....Evo
Rebuilder: ....Merch
Ignition: ....Crane
Displacement: ......120 cubic inches
Lower end: ....Merch
Balancing: ....Merch
Pistons: ....Merch
Heads: ....Merch
Cam: ....Merch
Lifters: ....Merch
Carb(s): ....S&S
Air cleaner: ....TCD
Pipes: ....Hot Match

Transmission

Year: 2002
Modifications: 6-speed

Painting

Painter: ....TCD/Seth
Color/type: sunrise pearl/gold flake
Type: ....House of Kolor
Special paint: ....Billy Streeter

Frame

Year: 2002
Builder: ....Rolling Thunder/TCD
Type: ....single down tube
Rake: ....45 degrees
Stretch: ....6 inches
Modifications: ....all one-off

Accessories

Bars: ....TCD
Handlebar controls: ....TCD
Fenders: ....TCD
Headlight: ....TCD
Taillight: ....TCD
Speedo: ....TCD
Dash: ....TCD
Front pegs: ....TCD
Rear pegs: ....TCD
Electrics: ....TCD
Gas tank: ....TCD
Oil tank: ....Rolling Thunder
Oil system: ....TCD
Primary cover: ....TCD
Seat: ....Phipps
Mirrors: ....TCD
Grips: ....TCD/Death Grip

Forks

Type: ....inverted
Extension: ....18-inch over
Builder: ....TCD
Special Features: ....6 degree Mid-Glide

Wheels

Size: ......21-inch front/18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine
Photographer: ....Don Rogers

Meet May's Winner

Didja ever get the feelin' you were outmatched in the brains department with a woman? Well me neither! What I meant to say was, how many times do ya get to meet a woman who speaks seven different languages...fluently? Yeah, me neither. Well let me introduce you to your May Fox Hunt winner Nathalie—also known as Delilah! Since that one sounds more exotic, we're stickin' with that one. A full-time student in the Cornhusker State, Delilah also has time to help head up one of the hottest adult entertainment businesses out there. In fact, you can check out even more of her at www.dwpxxx.com. For now, however, flip over to Page 98 and check out this wicked temptress as we teamed her with our Finnish photog Jan Hagglund and Todd Hallowell's 1998 rigid chopper. Happy Halloween! —*Howie Feltersnatch*

Carrie—Michigan

#1001

"My first ride on a bike was NOT a harley...what a disappointment. My first ride on a Harley was such a rush, now it's in my blood!"

Jeanne—Maine

#1002

"My first ride gave me a feeling of total freedom. At that particular point in time I truly did not have a care in the world."

Kristie—Tennessee

#1003

"I felt free with the open road. The wind in my face, the vibrations...who could ask for more?"

Shanna—California

#1004

"I learned how to ride when I was 6 and have been ever since, but my first Harley ride...fabulous!"

Bonnie—Rhode Island

#1005

"My first ride was an intense experience. The wind through my hair, the soft feel of the seat under my butt, and that free feeling I love."

Stefanie—Missouri

#1006

"My first ride was January 1, 2002. It was cold, but the bike and the ride heated my whole body. I look forward to my next ride."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #348 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes September 1, 2002. The voting deadline for this month's crop of cuties is September 30, 2002. We'll announce the winner in the February 2003 issue.

Here she is, your June 2002 monthly Fox Hunt winner, Julie Ann, Number 605, from Chicago, Illinois. See a lot more of her next issue.

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FOX HUNT
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Agoura Hills, CA
91376-3000

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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose fully nude __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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We dare you to come along for the ride!

COMING TO YOUR LOCAL NEWSSTAND – JANUARY 14, 2003!

THANKS TO CHICA, VON DUTCH LIVES

IT'S ALIVE!

We'd like to think that the prolific pinstriper, fabricator, machinist, gunsmith, knifesmith and engraver who inspired this awesome ride would have a smile on his face gazing on this tribute to his legacy. Probably though, he would be as ornery and crotchety as ever, but that was the man, or so the legend goes. No one denies that Von Dutch was a groundbreaking figure, and many regard him as the father of

modern pinstriping. A man of simple needs who despised money, you didn't buy a pinstriping job from him, you simply told him how much "time" you wanted to buy. When the demand for his work went through the roof he finally tried doubling his rates for people he didn't care for, just to slow down, but the demand for his art was never filled.

With Von Dutch in mind, Chica Custom Cycles of Huntington Beach, California, has done something utterly amazing here. Commissioned by Von Dutch Originals, who make T-shirts, jeans and other Von Dutch-inspired products, Chica has done an exceptional job of capturing the soul of the eccentric genius. With its wheels firmly anchored in '50s nostalgia, the bike's wacky features make you wonder if our friend Chica isn't just as touched as the bike's namesake was.

Tonny Sorenson, who is the owner of the bike and founder of Von Dutch Originals, wanted a nostalgic look, but he also wanted to have an up-to-date running gear under

his butt. The 93-inch S&S lower end is coupled with Knucklehead Power's heads and cylinders for a period look and right-fuckin'-now reliability. Chica Cycles went with the RevTech 5-speed tranny and a BDL 3-inch belt drive, and a chain secondary to the rear. The bike employs quality Performance Machine disc brakes to reign in the motor's power.

It's the details that make the bike. Ya gotta love that matte black paint with the tasty pinstriping done by Bob Iverson. It gives this sled an "ol' timey" look. The cutout fishtails, the rear wheel stand, the sprung seat and the limey taillight are artifacts grabbed straight outta the past. Even the narrow-bob gas tank looks right in place, even though it seems more a '70s thing than something bobbers did in the '50s.

Where things start to get weird is the Chica Cycles- designed frame. It started life as a straight leg reproduction frame, they lopped off the neck, added a gooseneck and a production item was born. Gotta love those axle plates. The springer front end is also a Chica-produced item. The Von Dutch bike uses many other wares of Chica's own design, like the ribbed fender and gangsta barz. Chica has been designing products for Chrome Specialties for a couple of years now, and will soon be producing them for Custom Chrome.

Words don't do this righteous ride justice. You have to go over the pictures with a magnifying glass to take it all in. This Von Dutch tribute placed second Best of Show at the Easyriders Bike Show in Pomona, so one has to wonder what bike topped this bad lil' beauty that day.

—*Kit Maira*

Owner: ....Von Dutch Originals
City: ....Los Angeles, California

General

Fabrication: ..Chica Custom Cycles
Year/make: ....2001 Special Construction
Model: ....Von Dutch Custom
Assembly: ....Chica Custom Cycles
Time: ....3 months
Chroming: ....very little

Engine

Year: 2001
Builder: ....Chica Custom Cycles
Displacement: ....93 cubic inches
Cam: ....Andrews
Carb: ....Rivera SU
Ignition: ....Mallory
Pipes: ....Chica Custom Cycles

Transmission

Make: ....Rev Tech 5-speed with kicker, polished
Shifting: ....foot

Painting

Painter: ....Bob Iverson
Color: ....flat black
Type: ....powdercoat
Special paint: ....pinstriping

Frame

Maker: ....Chica Custom Cycles
Type: ....rigid
Rake: ....45 degrees
Stretch: ....3 inches

Accessories

Handlebars: ..Chica Custom Cycles "Z Bar"
Risers: ....integral
Handlebar controls: ....Performance Machine
Fender: ....Chica Custom Cycles
Headlight: ....Custom Chrome
Taillight: ....Tedd V-Twin Cycle
Pegs: ....Chica Custom Cycles
Foot controls: ....Chica Custom Cycles
Gas tank: ......Chica Custom Cycles
Oil tank: ....Chica Custom Cycles
Seat: ....Von Dutch
Mirrors: ....Custom Chrome
Grips: ....Custom Chrome

Front end

Type: ....springer 4 inches over
Builder: ....Chica Custom Cycles

Wheels

Rear

Size: ....180-90 x 18-inch
Rim: 5.5-inch
Tires: ....Avon
Brakes: ....Performance Machine

Front

Size: ....130-90 x 18-inch
Rim: 3-inch
Tires: ....Avon
Brakes: ....Performance Machine

Photos: ....John Wycoff

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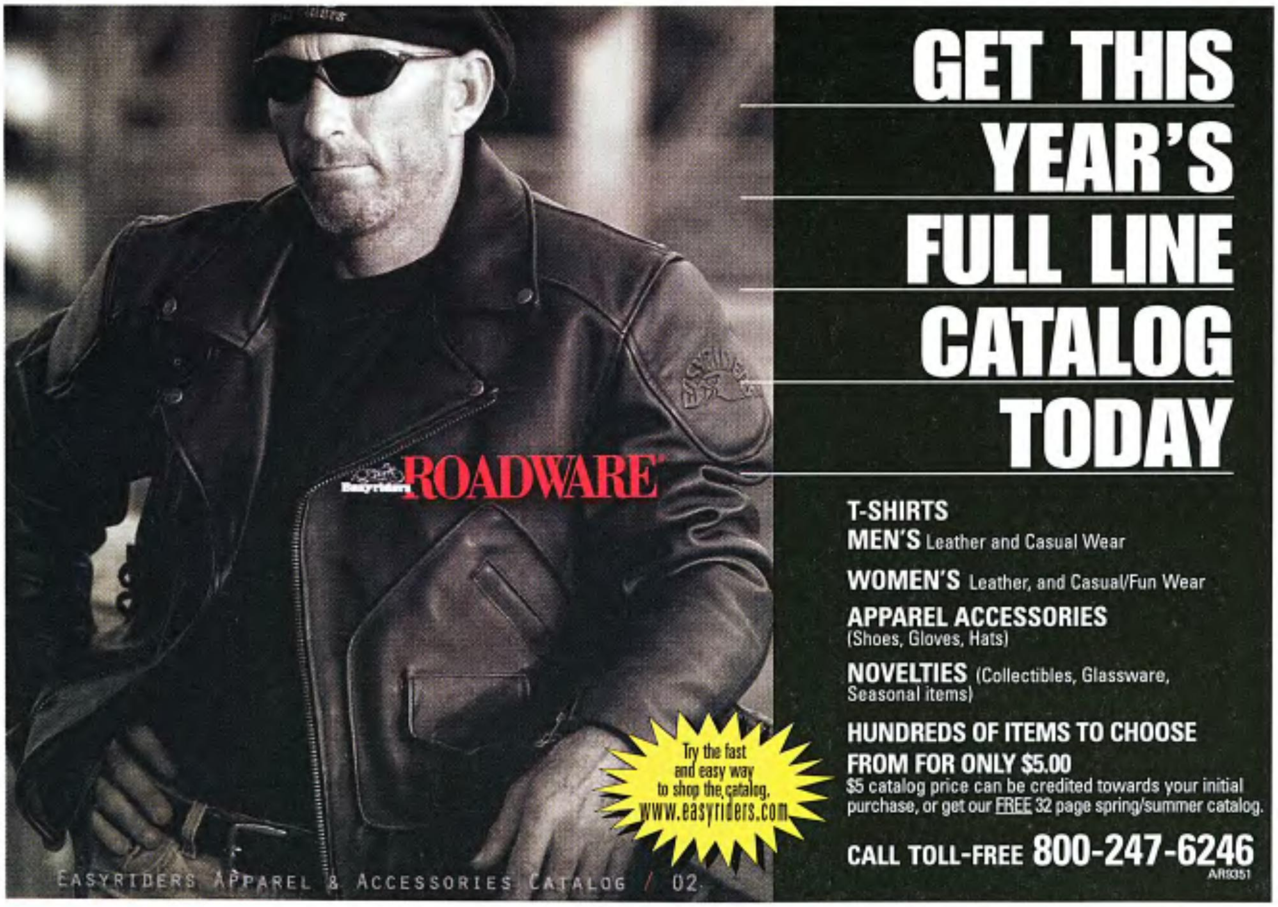

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EASYRIDERS APPAREL & ACCESSORIES CATALOG / 02

I'm a regular guy...

I like domestic cars, motorcycles, and women.

I like beer that's made in the same city where I live.

I like hamburgers, fries and regular coffee, not coffee that tastes like pancakes or strawberries.

I like naked women and refuse to apologize for it.

I like the smell of the mountains, bacon and exhaust.

I think Hugh Hefner changed the world more than any government or politician in history.

I like Alice Cooper, Bob Seger and Hank Williams Jr. and don't think it's weird to listen to all of them in the same day.

I hate people who cause others pain just for kicks.

I believe that most people get what they deserve.

I think stores should be closed on Sunday so people can spend time with God, their families or whatever offers them comfort.

I believe you should say thank you whether someone saved your life or held a door open for you.

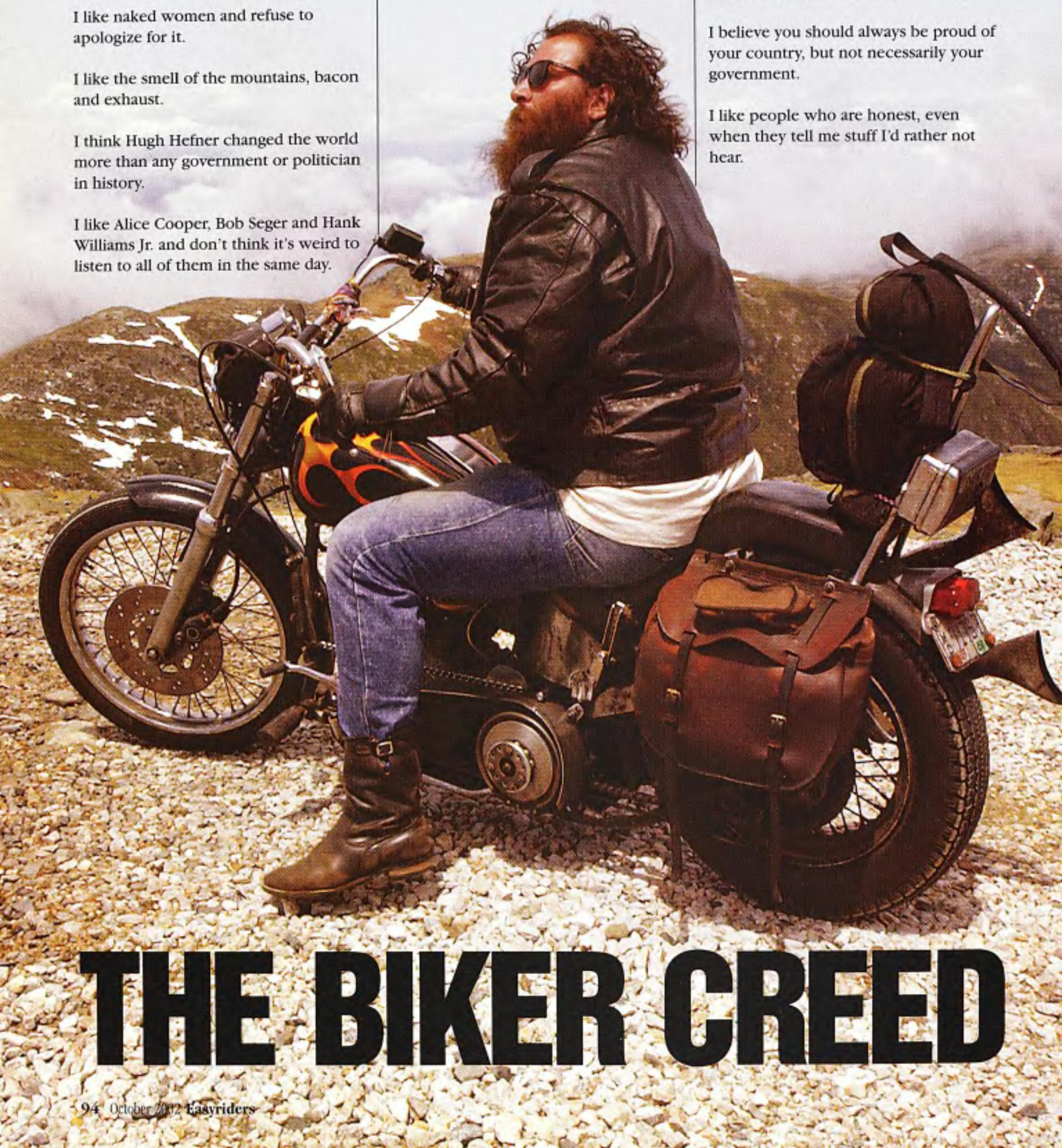
I don't really trust men who are good dancers.

I'm often confused about sex but never sexually confused.

I miss Waylon Jennings, The World Trade Center, and my dad.

I believe you should always be proud of your country, but not necessarily your government.

I like people who are honest, even when they tell me stuff I'd rather not hear.



THE BIKER CREED

I try not to be jealous of those who have more than I do, and I don't put down those who have less.

I believe most people do the best they can with what they've got and sometimes just surviving is as important as winning.

I think war veterans deserve a hell of a lot more respect than they get.

I believe that if you've never failed you've never really tried.

I'm a regular guy, but that's enough.

—*Greg White*

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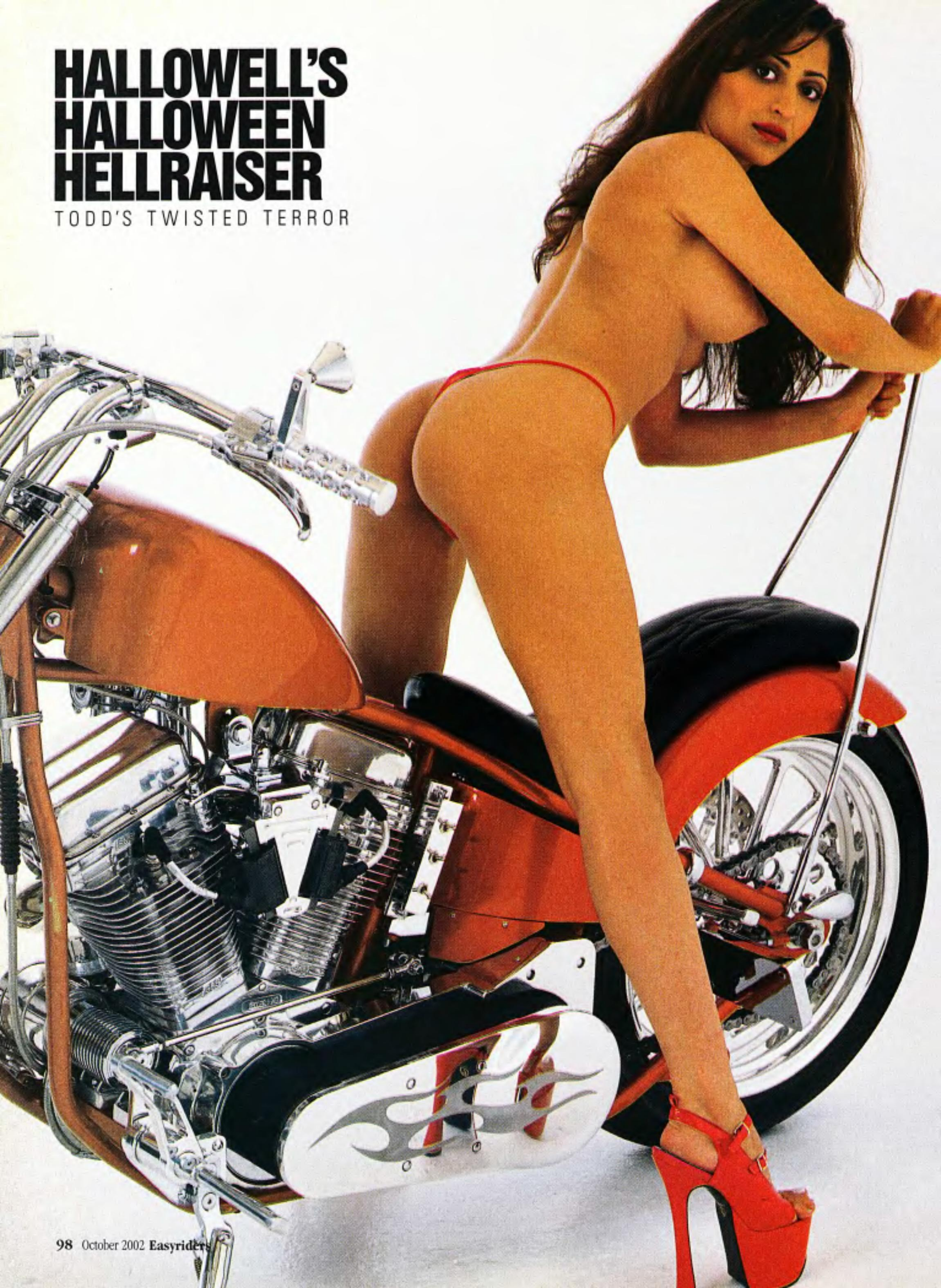
HALLOWELL'S HALLOWEEN HELLRAISER

TODD'S TWISTED TERROR



Todd Hallowell stoked the cauldron fires and cooked up this sweet Halloween concoction, carefully adding ingredients to an already potent potion until its magic transformed a once slightly frightening scooter into the hell-raising steed that he rolls around on today. Over 30 years of keeping it in the wind and covering plenty of miles have taught Todd that in order to have an

everyday rider with enough enchantment to turn heads, you've got to do your homework. His sage advice is as follows: "Learn all you can about the parts you are considering for your project, and if you don't want to try to do the wrenching yourself, find people that are dependable and fair." Todd describes himself as being "of sound mechanical aptitude," but he knows that sometimes things are best left to competent professionals. Perhaps, there are times when more forces are at work than what meets the eye. Draw a card from our mystical tarot and discover how Todd, with the help of his friends, took someone else's terrible nightmare and twisted it into a really nice dream.

So there was this guy (not Todd) who walks into a custom bike shop with a fat stack of dead presidents and a shit load of pictures that he's clipped out of bike rags. (This is where it starts to get scary…) The shop owner (whose name is being withheld to protect yet unborn squid) takes one look at the pictures, scoops up the cash and says, "No problem pardner!"

This guy comes back four months later and rolls out on exactly what he asked for. A sort of gothic-looking, chrome spike encrusted, gas-powered pogo stick with tiny, useless brakes and two wheels. He rides it once or twice and promptly has it committed to the "I ain't ridin' that again 'cuz I might crap myself" asylum for four years after he had a close call with the asphalt angel of death. One mysterious day, Todd ran across the bike and for reasons that still remain unknown, he saw past the fear of the previous owner to this bikes true potential. Although it had more than a few rideability problems, like a hair-raising tendency to do the 35-mph tank-slap tango, Todd swapped a Softail for what was then no more than this pre-assembled box of all-show-and-no-go, pogo-parts.

Some of Todd's friends had turned him on to a bike building wizard named Eric at Schwartzkopf Exclusive Customs in Marina del Rey, California. Impressed with Eric's reputation for reasonable pricing and knowledgeable work, Todd took his new project to Eric's shop before going anywhere else. Eric promptly tore the bike down to the frame, rebuilt it to replace anything that wasn't functional, and removed some of the "beat me" that was written all over it. While Eric was putting on a few special touches, like drilling the triple trees for hidden brake lines, Todd was enlisting the help of a few other of his talented pards. George at GP Designs bent these demonic-sounding pipes out of stainless that he calls "smoke pumpin' hotties," Nick from NYC Custom Cycle made a ghoulish-looking belt cover for the 3-inch BDL drive, and Kim at LaPera hooked Todd up with the custom tribal flame stitched leather throne. Knowing that he had found a truly talented expert to tackle the terror of breathing life into his new creation was a good feeling. Eric delivered a rock-solid custom with looks that speak for itself. Apparently, it's still frightening enough to have scared our Fox Hunt winner Natalie (who also goes by the devilish name Delilah) out of most of her skivvies.

—Pumpkinhead

Owner: ....Todd Hallowell
City:....Pacific Palisades, California

General

Fabrication:........Eric Schwartzkopf
Year/make: ....1998 Special Construction
Model: ....rigid custom
Assembly: ....Schwartzkopf Exclusive Customs
Time:................................5 months
Chroming: ....Supreme Plating

Engine

Year:................................1998 S&S
Rebuilder: ....Don Port
Displacement:........96 cubic inches
Cam:......................................Crane
Carb: ....Terry Components
Pipes: ....stainless steel "Smoke Pumpin' Hotties" by GP Designs

Transmission

Year/make: ..1998 Delkron 5-speed with kicker

Painting

Molding: ....Cuco
Painter: ....Cuco
Color: ....tangerine candy
Type: ....House of Kolor
Special paint: ....Mad Mike

Frame

Year/make:..................1998 Santee
Type:........................rigid wishbone
Rake: ....40 degrees
Stretch:..............................2 inches

Accessories

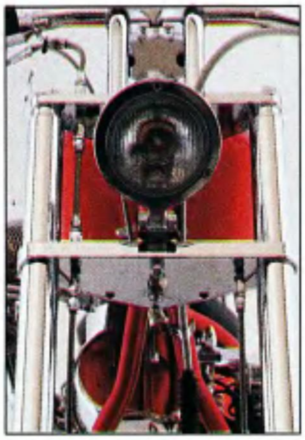
Handlebars: ....Custom Chrome
Handlebar controls: ......Arlen Ness
Fenders: ....Jesse James
Headlight: ....Weerd Brothers
Taillight: ....Heartland
Pegs:....Custom Cycle Engineering
Speedo:....................Dakota Digital
Foot controls: ......Milwaukee Twins
Gas tank: ......"King" Sportster with stainless pop-up cap
Oil tank: ....Santee
Seat: ....LaPera
Grips: ....Battistinis

Front end

Type: wide 4 inches over extended
Builder:....................MID-USA/CCE

Wheels

Make: ....Performance Machine 12-spoke
Size: ....21-inch front/ 18-inch rear
Tires: ....Avon
Brakes: ....Performance Machine
Special features: ....panhead-style rocker boxes and right side engine case, triple trees drilled for hidden brake lines, 3-inch BDL primary
Photos: ....Jan Hagglund



PRE-MARITAL SEX IS BAD

When I was a young man, pre-marital sex was my passion. It was all I ever wanted or wanted to do. It was a good thing. Now that I have children of my own, my views on the subject have changed. Pre-marital sex is bad. Very, very bad. Don't do it.

I don't mean to come off as a hypocrite, but I am. True hypocrisy begins when you become a parent. It's the only way we can hope to prevent our kids from doing the same stupid shit we did. Every good parent who wants their kids to do better than them is a hypocrite.

In my youth sex was a much simpler subject. Not easier to obtain mind you, just simpler in theory. It didn't carry with it the serious consequences that it does now. I grew up in the post-penicillin era with no fatal sexually transmitted diseases. All you needed for safe sex was a solid platform on which to do the deed or the forethought to fasten the parking brake. Today, oh how the tables have turned. You can catch your death having sex.

But at least today's kids are educated in sex. They learn about it right there in school along with spelling and bong rolling. Being a farm kid, I learned about sex the same way every farm kid does—from the animals. Though this can be a neat way to pass a summer afternoon, it can lead to a certain amount of confusion. I remember the disappointment I felt when I learned that women only have two nipples. Trust me when I say that there are certain times that women don't appreciate shrieking screams of horror. One of these is when they take off their shirt.

Along with education at school come questions at home. Certain details need clearing up and there are some questions you just can't ask your teacher. For instance, my daughter comes up with questions that are so shocking, so perverse and so embarrassing that I immediately pass them off to my wife and run out of the room with my hands over my ears.

What, you ask, could turn me into such a jellyfish? Well, how about the time my innocent little girl asked me if the clitoris was above the neck? Or when she asked me if you need to go to the doctor to get an erection? Yeah, I was ready for a lot of stuff when I became a parent, but not for this. So like I said, I did the only thing I could think of and fled the area, leaving the answer to my wife. Women are better at that kind of thing. Men handle the questions about beer and parallel parking, women about intimate bodily functions. Besides, how the hell is any man going to know where a clitoris is?

And now that she knows it freaks me out, my daughter is always tossing out sex talk just to watch me twitch. Seems we can't sit down to a meal without hearing all about the human reproduction system in more detail than I ever thought possible. She laughs and laughs and I feel my life span depleting right before my very eyes. Being a parent can be very taxing, which, by the way, is another good reason to avoid pre-marital sex.

But kids need to know all this stuff because sex is everywhere. You can't flip on the tube or open a magazine without discovering bold new ways to reach orgasmic pleasure or please your lover. All this exposure to sex means that you as a parent have to constantly increase your efforts to prevent your children from ever having it. Honest talk helps because it can take away some of the mystique about the subject. Maybe if you drone on about it all the time they'll lose interest in trying it. Maybe they'll get bored with the whole topic until finally it has all the appeal of math class. This would be great, because if my daughter ever starts talking to me about orgasmic pleasure, I swear I'll hang myself.

I suppose eventually every parent has to come to grips with the idea that their kids are going to grow into adults and have sex, no matter how much the idea makes you want to drive a spike into your skull. What's important to the parent is that the big event take place many, many years in the future, preferably after you've been killed by a massive premature heart attack. And under no circumstances should any coupling take place until your offspring is safely married off, because pre-marital sex is bad. 'Nuff said.

—Greg White

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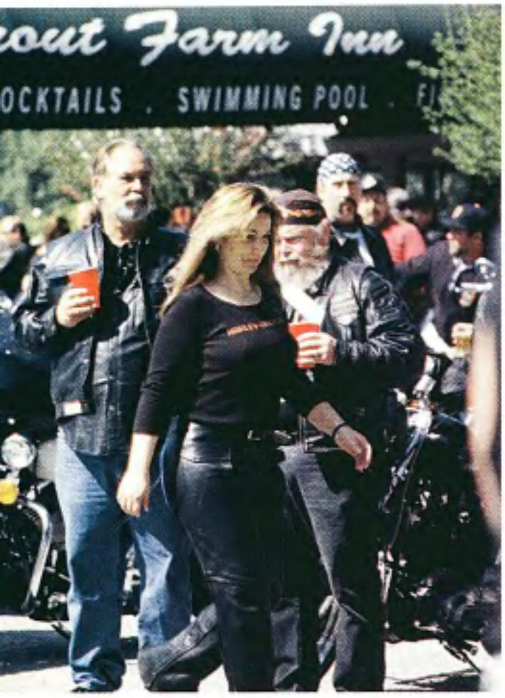
GHOST MOUNTAIN RIDERS' OLD-FASHIONED FUN

First Daze Of Summer

High in the Santa Cruz Mountains of central California, twisting, tree-shrouded, sun-occluded blacktop paths are navigated brilliantly by riders whose riding skills are honed by experience, dictated by necessity. Up here around every bend and corner is an oncoming question mark. Ghost Mountain Riders, clad in thick black leather, mounted aboard powerful slammed Glides and Road Kings, come down from perches on high to deliver the word of the day. Guiding their sleds through arteries of travel they alone know, it's a quick two-wheeled misty mountain hop from the throne of their venerated leaders, Lompico Lyle, Dan (Dano) Fultz, and Ernie (Big Ortz) Ortiz, to the shire below.

DINNER COCKTAILS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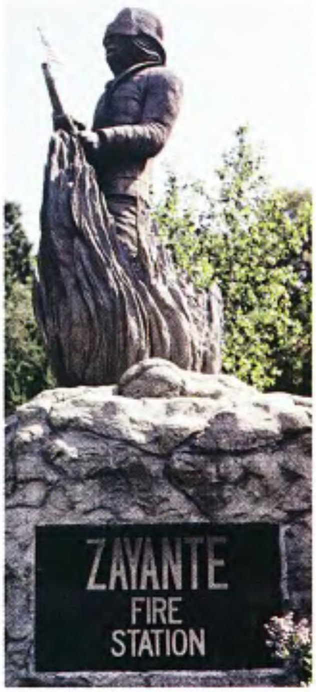
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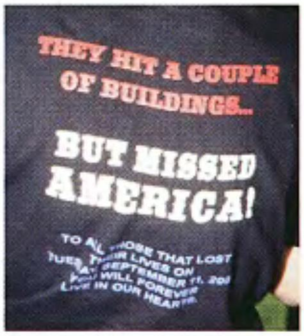
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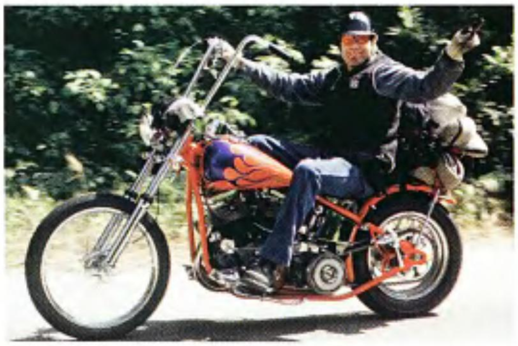

The annual rite of spring—a benefit party celebrating the dawning of another riding season—was on!

Like Bilbo Baggins announcing the arrival to Middle Earth of Gandalf to Frodo in *Lord of the Rings*, the news is met with rapt anticipation throughout the realm. A feast of roasting birds and beef will be made, and with much frivolity, music and games, biker brothers will attend from around the realm to partake in the festivities, for this—a shrill clarion horn blows for effect, toot-do da doo!—the Ghost Mountain Riders MC's 12th Annual First Daze O' Summer poker run, benefits local programs for developmentally disabled persons.

Baggins be gone! We don't do fiction here, Pally. Just pure reality.

The First Daze O' Summer was a party not to be missed. A few thousand bikers participated in the four-stop poker run this past April 20. Each rider experiencing mild, California Gold Coast mid-70s weather, spectacular views from the saddle, warm camaraderie between brothers, and a sense of helping others, all while enjoying the company of our own.

The Ghost Mountain Riders have been around a couple decades, first operating as a local Santa Cruz club with no rules. One that just wanted to have fun. "The only rule is: no rules." We all know how that goes. *Kaput*, usually. A solid organization requires a code to function. The GMRMC members love to ride, they like a good time, and believe in brotherhood. They welcome all motorcycle enthusiasts to their functions. You may have seen them last year on the Discovery Channel, when a host of Ghosties appeared on the show *Junkyard Wars*, matching wits and wrenching abilities versus a group of cops in a monster truck battle. They lost. Oh well, they won this one.

About 12 years ago the GMRMC hooked up with Camping Unlimited, a local non-profit organization founded in 1957 to provide camping and recreational activities for the developmentally disabled. In 1967 C.U. acquired 45 acres 60 miles south of San Francisco in the Santa Cruz Mountains to provide year-round programs of learning and socialization for children and adults regardless of disability. Camp Krem sits atop a jutting tree-trimmed ridge amid the Santa Cruz Mountains, the 360-degree view high above the town of Boulder Creek is breathtaking, encompassing canyons, mountains and a speck of Pacific Ocean. Camp Krem was named by campers to honor Alex Krem, the founder of Camping Unlimited. Log on to them at: campingunlimited.com.

The camp itself centers around the Jon Lucchese Multi-Use/Mess Hall, a two-story, decked-ringed activities center where food, beer and libations were served. Normally home to rugrats and frolicking kids, on April 20th the hall was home to Mojo Madness, a chord-gnashing, drum bashing, lung-thrashing band led by edgy vocalist, James Lewis Reed, they rocked the joint—and adjoining canyons—all day and deep into the night. Between tunes Lompico Lyle held court onstage and called out raffle prizewinners, made announcements, and sometime after a rack of ribs, a pack of preening delights from Beachinbabes.com cavorted among the crowd.

Oh yeah, and marriage vows were even exchanged.

Congrats go out to Wildman (California animal) and SugarTrim (Jersey brat), from nearby San Jose. Their hitchin' vows were a classic.

Preacher dude (Lyle): "Do you take this man to be your Biker husband? Till death do you part?"

SugarTrim: "If I gotta kill da bastard myself."

Preacher dude: "Do you take this woman to be your Biker wife?"

Wildman: "Yeeaaaah, right."

Outside, in an earthen amphitheater with bonfire roaring, a mellow acoustic show took place. The air was thick with lust and romance. Nearby a group of barracks-style cabins served as residence for the weekend at 10 bucks a bro. Everyone got along without so much as a hint of a hitch, except the couple who just got hitched. It was partying brothers enjoying the life.

The main and primary thing, Lompico Lyle stresses, is that "It's the last of the big pack runs." In other words, his Road Captain, Leo, tries to keep the riders together, at least from the sign-in point at Trout Farm in Felton, down the mountain on Hwy. 17 into Santa Cruz and south 20 or so miles to the biker-friendly Whole Enchilada Restaurant in Moss Landing for munchies. Then the group was on their own to head back north again on Hwy. 1 to pull a card at the Elks Club in 'Cruz, and a zig-zagging return run up Graham Hill Rd., through tiny scenic burgs like Boulder Creek and the historic Brookdale Inn. A quick pit stop at The Haufhaus in Ben Lomond was a hot tip, refreshing too!

THE WHOLE ENCHILADA
RESTAURANT

The narrow road off Hwy. 9 and up to Camp Krem was a twisting one-laner—straight up to where ya kiss the sky—with the overflow of bikes parked all along. And ya knew it was an old-school gig 'cuz no cages were allowed. Parking was available in a lot down the hill, with a shuttle van going every half-hour or so. Piece of cake. But once ya arrived to the Camp Krem site it was simply awesome. Sweet babes dancin' and prancin' with enough of the Big Ortz's barbecued beef and chicken chow to feed an army. Even an army of hungry bikers.

Overall, it was an outstanding weekend of meetin', partyin' and workin' with top-shelf people from the GMRMC like Prez Lyle, Dano, the Big Ortz, Tattoo Bob, Bones, Leo, the club's scribe, Filo; our longtime photog, Wino Joe, who came down from Half Moon Bay to help shoot (thanks for covering me, bro); Scott and Sue Long (owners of Central Coast Cycles in Santa Cruz), Johnny Chop, Harry and John at CCC ('preciate the oil change). A special tip of our biker cap must be made for Louie and his outstanding staff at Trout Farm in Felton, and their excellent food, which is equaled only by the hospitality provided for the mob that rolled up Saturday for sign-in registration.

After hearing much about them, we came, we saw—firsthand—these motorin' mountain men hold a throwback party that'll tilt yer head—just like the old daze.

—Loudmouth

Photos: Kim Peterson, Wino Joe

BOB MCKAY'S V-ROD CUSTOM

V-R-Y EXCLUSIVE

In a previous issue of *Easyriders* (ER No. 349, July 2002) you may have caught the first peak at master builder Bob McKay's V-Rod project in its preliminary stages, and now that it's gone into full launch mode we will continue our exclusive coverage of a benchmark in custom bike building.

Now we all had our personal response to Harley's new *wunderkind* V-Rod, a motorcycle that sent seismic waves throughout the industry as well as the biker world. Bob, who's been building customs for more than 35 years, pulls absolutely no punches when he talks about his own reactions to the newest Milwaukee marvel.

"When I first saw the V-Rod, it didn't really impress me a whole lot, which might not be a good thing to say as a Harley dealer. But for me Harley should have made that bike look more like a custom Harley rather than what appeared more like a metric bike of sorts. I didn't like it cosmetically, so as soon as I got my hands on one, I wanted to do a custom job, not a way-out radical custom, still a V-Rod, but a V-Rod in my eyes."

As Fate would have it, at last year's Sturgis, Bob was talking with Samson's Kenny Price who had already owned a couple of McKay's Cycle Creation bikes and was familiar with the quality of his work. Samson stepped up for the V-Rod project, with Kenny saying, "Listen, you're the guy that builds the bikes, how about if I just send you up a new set of pipes we made for the V-Rod and you do what you want to do?"

That pipe offer from Samson was music to Bob's ears as he was let loose on the project, carte blanche as they say. Bob's concept was to build a modified V-Rod that still retained its V-Rod essence. Kenny was cool with that plan. It was more or less a natural progression for Kenny to own the first customized V-Rod since he had previously acquired another of Bob's firsts, a Twin Cam custom. Bob began with some sketches, but already had a clear mental image of what the final product would be, his standard method of creation. "I could see through what was there to what I wanted to be there. It wasn't a radical departure from what Harley had done, but modified upon their basic premise."

One of the main issues Bob addressed was the V-Rod's chassis. The factory design exposed much of the frame, in part due to the nonstandard position of the faux-gas tank, which is actually an airbox cover. "It's a nice frame, and they went to great lengths to make it as cool as it is," Bob says. "As a result the top rails were exposed, so I made an effort to hide some of those frame rails and therefore make it look more like a Harley and not a V-Rod." Needing a longer airbox cover to conceal those frame rails, Bob first made a fiberglass casting of the new design and sent it and the original piece to Fat Katz who was interested in the challenge. The cats at Fat Katz successfully fabricated a steel replacement that was further modified to fit by Bob. Fat Katz (530-273-2212) also handled the sleek fenders for this one-off wonder.

Next Bob addressed the matter of fender struts, almost a rule for all Harleys, but absent on the V-Rod design. The first thing Bob cut into on the bike was the rear section of the frame followed by the fabrication of a pair of fender struts. This paved the way for the installation of a more traditional rear fender, one that replaced the shorter unit incorporated into the frame by the factory. Next in line for redressing was the gas tank, a plastic affair that sits below the seat and behind the engine and transmission. "It's plastic and visible and puts me in mind of a snowmobile gas tank," Bob says. "And again you're looking through exposed frame rails onto a plastic gas tank, so I didn't really care for that. We boxed in the frame and extended the sides of the frame to give it a feel of what an FXR with side covers might look like." That succeeded in concealing some of the gas tank while more was covered with the additional extension of the tank support, making the tank virtually invisible. Those mods didn't change the frame dimensions, but did change it cosmetically and also managed to get rid of more of the exposed frame tubes at the same time.

Another interesting detail is Bob's incorporation of a flush gas cap on the faux gas tank/airbox cover. While he doesn't like adding nonfunctional parts, he wanted the air box to appear more like a gas tank than an airbox. At a glance it looks like a gas cap, but it's not just cosmetic fluff since by popping the cap, you gain access to the main mounting hardware that holds the air box. This allows for easy servicing of the airbox and the ignition module, in this case a tunable Power Commander necessary for use with the unbaffled, as in LOUD Samson pipes.

Moving to the front of the bike, Bob found two unsightly aluminum covers around the airbox. "The covers had louvers, and in my opinion louvers belong on a '49 Merc hot rod, but not on this bike. We replaced them with nonlouvered covers that eliminated both a V-Rodish design element and also gave us more paintable area for us to us work with." Speaking of paintable areas, the one-off fenders were again made with help from Fat Katz with a set of their heavy-gauge, steel fender blanks.

Attention then went to the headlight, a distinctly V-Rod design. "It's probably a very bright light, but it's really a non-Harley looking part." As part of his overall re-Harley-izing program, Bob replaced the headlamp with a unit from a factory Deuce for which he made a top bracket so that he could mount the custom light in the same fashion Harley employed on their traditional bikes.

Since the bike's owner, Kenny Price, is on the large side of 6 foot 3, the seating position had to be reworked because you can't slide back on the stock seat, and the bars are placed somewhat forward. "Once we had the chassis laid out, we came up with a seat based on a pan, which was finished by Corbin, that allows you more latitude of movement.

We also built bars that were moved forward a bit from stock. While similar in some aspects to the stock bars with the mounted-in gauge, we welded in our own gauge pod. We then re-used the original gauge since you have to, inasmuch as they contain a lot of the electronic diagnostics as part of the bike's integrated systems. The ergonomics are now geared to the owner."

In keeping with the one-off nature of the V-Rod custom, Bob didn't want to rely on off-the-shelf wheels, and since he had a longstanding relation with the folks at Performance Machine, he rang them up to see if they had something appropriately cool. In fact, they did—one set of freshly prototyped V-Rod specific wheels. The very first pair off the line was then bolted onto the project bike along with a set of matching brakes, rotors and pulley. "I've used PM wheels and brakes for as long as I've been building bikes, and while others had squeezed on nonspecific custom wheels on a V-Rod, I wanted to do it right since the V-Rod has a rubber isolated cush drive system. I wanted to be able to jump on the bike and ride it like you would a brand-new, unaltered bike." The PM parts went on perfectly and fit exactly as they were supposed to. Bob then fit a 200 series Dunlop tire on the PM rear wheel after finding out that while a 180 is stock a 200 will fit without any modifications to the frame or swingarm.

While stock V-Rods come sans paint, basically anodized aluminum, the choice of pigment was a paramount consideration. Asking for input from Kenny at Samson, Bob received this simple reply: "I like blue. I don't have a blue bike. Paint it blue." With those instructions, Bob turned the design and execution of the V-Rod's new paint job over to Vince Goodeve (subject of an upcoming master painter feature).

Vince sketched up the whole paint job, and showed it to Bob. "It looked like three paint jobs in one to me. The blue is almost like plastic stretched over a sunset orange and sunrise yellow pearl fade-in. So I called up Kenny, and said, 'The paint job looks awesome, it's going to blow everybody away, but do you have a problem with skulls?' Kenny says, 'Skulls? Man, everybody loves skulls.' 'Good,' I say, 'because you've got over 200 skulls, they travel all through the paint job.'" You might also notice that in homage to the V-Rod's original silver color that Vince has left a trace of it on the lower portion of the bike. In any case, the paint job did blow people away, and served well as a perfect complement to Bob's fabrication design.

Photos: Ken Ross

It may seem a contradiction of sorts, but Bob has used a goodly amount of factory Harley accessories such as mirrors, grips, pegs and so forth. "We went through the Harley book and used a lot of genuine OEM parts. So when people look at this bike, while knowing much of it is one-off, unobtainable, they'll also know they can have access to affordable, custom V-Rod parts straight from the factory. While some custom parts on the market don't fit or work, when Harley gets around to accessories, they almost always fit and work properly, so here at the shop, which is both a custom and a Harley dealership, we end up going both ways. I've been on both sides of the fence for a long enough time, so I can take advantage of the best of both worlds."

Addressing the matter of show versus go, Bob says, "Even though we know guys sometimes want to win bike shows, we never compromise rideability. We put a one-year warranty on our bikes, on every aspect of every bike. We take the time to make the customs look as cool as they can look and at the same time very functional and rideable. I think that's one of the reason's Samson came back to us for this bike. Kenny still rides that Twin Cam we built for him. He takes it to all his events, and he says, of all the bikes he has, he can always rely on it."

If you were at the last Myrtle Beach Run, you probably saw Bob and Kenny taking turns riding the new V-Rod custom. Summing it up, Bob says, "This was about what can we do to a V-Rod to make it a custom V-Rod and not just a V-Rod motor stuck into a Softtail frame. It was also just a bit of messing with Harley's original plan, and who knows, maybe Harley will come out with a V-Rod with a more traditional look, and I can say I built one first. Maybe I never will, maybe I will."

What was Kenny's response when he saw the custom V-Rod? "I've seen Kenny's reactions when he's gotten new bikes before," Bob says. "This time he was literally yahooing, and it takes a lot to get Kenny to yahoo."

For more details about McKay's Cycle Creations or more info about the bikes, give Bob a call at 519-935-2424 and for a look at the V-Rod custom pipes now offered by Samson check out their Web site www.samonusa.com or call 1-800-373-4217.

—Paul Garson

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WHEELS OF THE OLYMPIC FLAME

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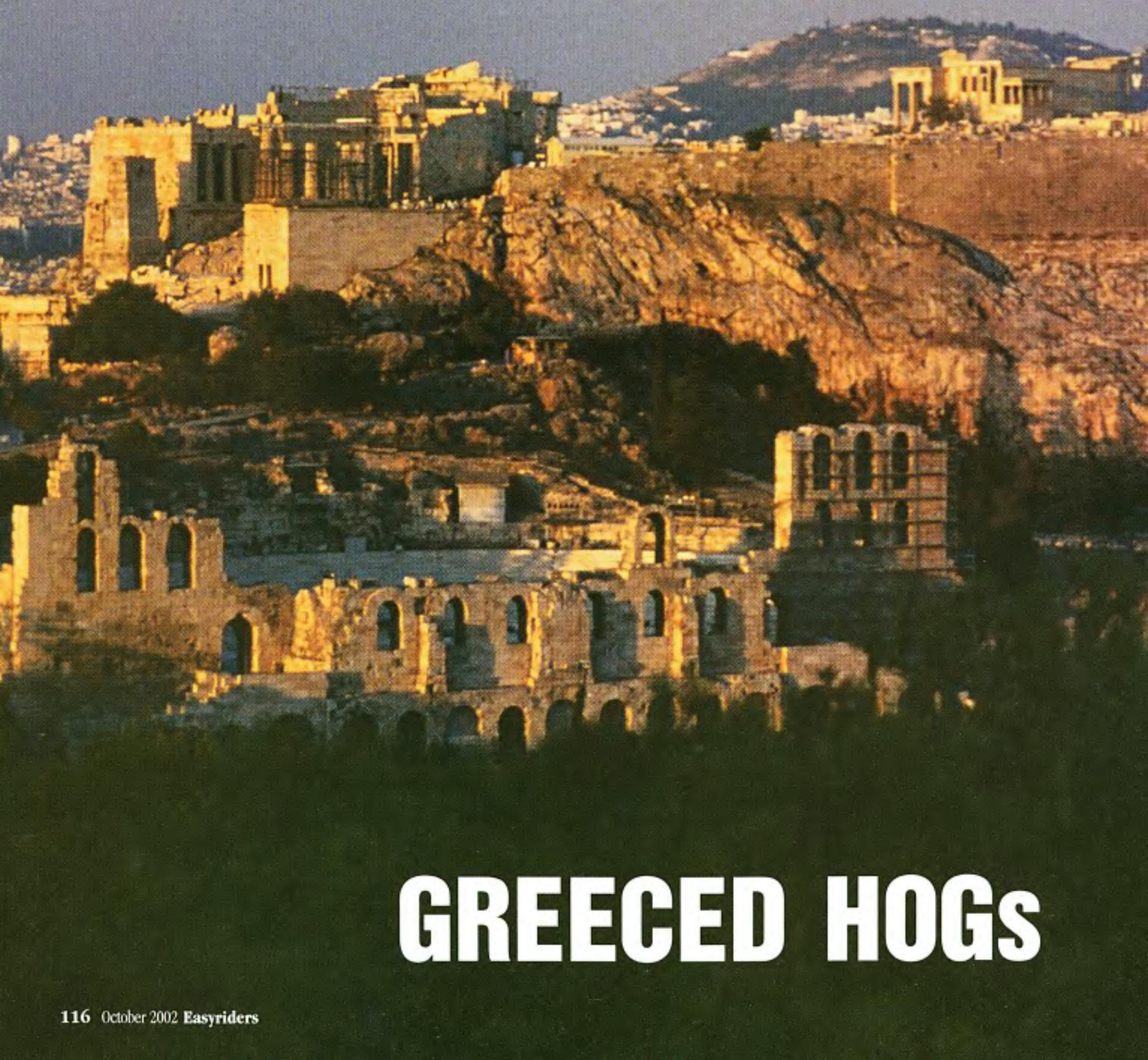


On the back of a Harley-Davidson T-shirt, it read: "The Greeks have ridden for 5,000 years"—meaning they have ridden chariots and horses. Now, the Athens HOG chapter of Greece ride Harley-Davidsons.

The Athens HOG chapter has been in existence for five years and can boast of three dealerships under the name Elmec Sport S.A. in and around Athens. The club started out in small premises in 1990, in the center of the city. Due to customer demand, the newest dealership opened in August 2001. There are also two large H-D boutiques.

There are a large number of Harleys to

be seen in Athens' congested streets—more so on weekends. Athens is most certainly a biker's city, as it has the highest number of bikes on its roads than any other European city.

Most bikers disregard the law of wearing a helmet. Some carry helmets under their arms should they get pulled over by nonstop-whistle-blowing traffic police, only to plead with total ignorance using Italian hand gestures.

Athens is the home of the Olympic Games and will play host for the 2004 Olympics. Athens is also a very cultured city with its centuries-old buildings, museums, and ruins—some built before the time of Christ such as the most famous and well-known, Olympian Zeus temple and the Acropolis.

During the summer months, heavy smog descends over this densely populated city, but summer was over when I arrived and there was little evidence of smog then. Day and night, the traffic never died. Riders and drivers have little love for each other. Drivers often sit in never-ending and continuous traffic jams while riders weave through the narrowest of gaps. At times, I had to tuck my elbows in to avoid hitting drivers door mirrors.

When traveling, I like to look up the local HOG chapter scene. This time I was to meet Pavlos Emmanual of H-D Greece, the main H-D distributor in Greece, at his dealership. He sent biker George Mousalis to collect me from my hotel in the city center. Both of us were wearing helmets as we rode through long streams of traffic for the half-hour ride out of town to Glyfada, Athens' wealthiest neighborhood, where the main Harley-Davidson dealership is based. I was led into the showroom, which was packed with new bikes and accessories. Very soon, I was in Pavlos' office where he gave me a history lesson on local Harley culture.

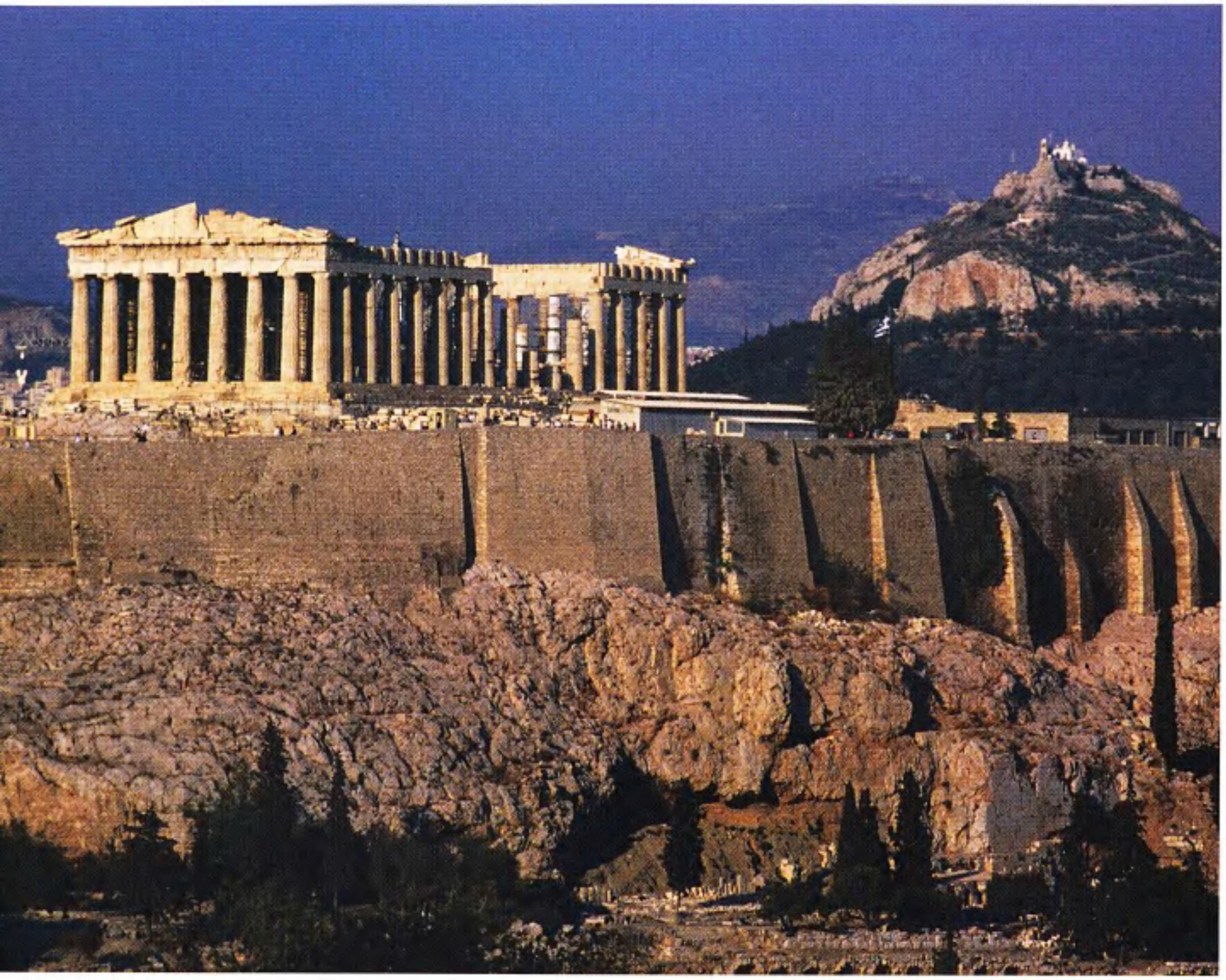
At the end of World War II, Greece, like Germany, was placed under the Marshall Plan to rebuild the country and its infrastructure. A large consignment of Harley-Davidsons were given to the Greek Military Police. They used the bikes until 1970 when the military no longer needed them. Bike enthusiasts mostly from northern European countries then snapped up the bikes as collectors' items. In the big military police warehouses, there were large stocks of 1937-41 Harleys still packed in sealed crates as well as oil, plugs, pistons, frames, wheels, etc. enough to build a complete bike. One example is seen in my picture of the founding president of HOG Hellas (Greece), Leonidas Dimopoulos who built himself a 1963 FL panhead.

In Greece and the Greek islands, there are six HOG chapters with approximately 1,200 members. These include the Athens, Creta, Nestos, Patra, Rhodes, and Thessaloniki chapters.

Pavlos explained that Greeks do not make much of an effort to join a club. They tend to do things by themselves. But from October to May, HOG members make an effort to take part in some of the 10 bike excursions. The big ride organized by the Athens chapter takes place once a year in October.

At the time of this writing, between 15-30 bikers were set to take off on the Mille Miglia, meaning a 1,000 mile weekend-long ride around Greece with a backup service van and a parts technician. The Super Rally 2001 took place in northern Greece for the first time this summer. It went very well and approximately 4,000 bikes came from all over Europe, most of them riding from Scandinavia.

I enjoyed my time with the HOG members of Greece and am looking forward to returning and spending time with my newfound friends during the Olympic Games in 2004. If I know Pavlos and his pals, it'll be a righteous good time. *—Richard Sowersby*



Photos: Richard Sowersby

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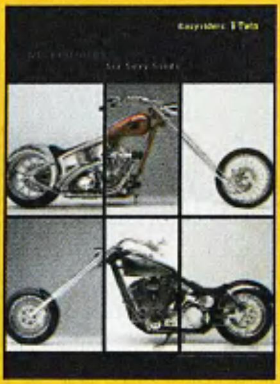

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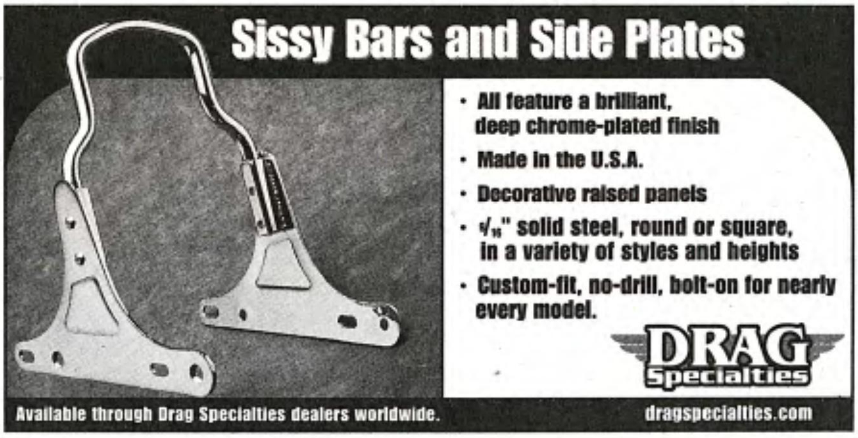

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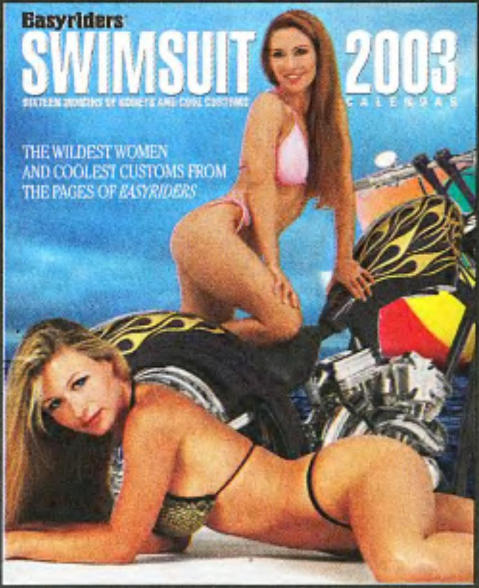

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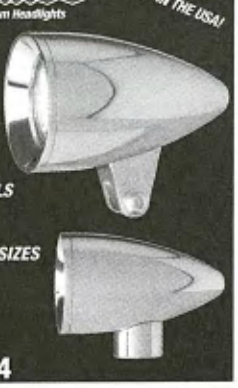
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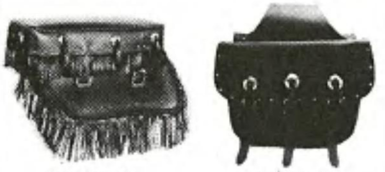
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Anyone that's ridden one of Harley's older classics has no doubt become familiar with the venerable 4-speed gearbox that has kept us rolling for decades. Before the introduction of the 4-speed though, riders got by with only three forward gears in their trannies, some with reverse for sidehacks, and all was fine with the world. The roads improved as the years slid by, and so did the bikes. Front and rear suspension became common (woulda been more useful on those rutted dirt roads of yesteryear) and the roads became paved and smooth as glass—okay, not always, but things improved dramatically.

As a result, the fresh tarmac gave us the ability to reach much higher speeds and sustain them for longer periods, providing Johnnie Law don't object. Over the years, Harley jockeys have messed with gear ratios, final drive sprockets, and even taller rear wheels for better mileage. Through the years guys have even found ways to stuff a fifth gear into the ol' 4-speed, and of course Harley followed suit—and for good reason. Although these changes made life better, and the guys that dreamed 'em up were on the right track, none of this was really substantial enough to give riders what they needed. There was always a struggle between low-end power versus top-end cruising, or there'd be a gap in gear ratios that left a hole somewhere between gears. And today, there's plenty of freeway out there where runnin' at 80 for hours is pretty much the norm.

So five gears ain't quite enough for ya, huh Gomer? Ya want lower revs at freeway speed, but still wanna get outta the hole in a hurry. Well, the folks at RevTech have the answer for ya. To solve this little quandary, RevTech did a bunch of R&D and came up with what oughtta keep just about any high-speed junkie happy.

RevTech has created a solution that reduces vibration and improves acceleration. How'd ya like to simply shift into sixth gear and lower the cruising rpm when the bike hits freeway speeds? Cruising long miles becomes more enjoyable with reduced vibration and fewer pit stops thanks to the increased gas mileage the taller gearing provides—all while keeping the engine in the heart of its torque band. All of RevTech's 6-speed trannies are complete and ready-to-install with absolutely no mods required. Every transmission features a forged aluminum trap door and gears made from 8620H chrome-moly steel with precision-ground teeth and back-cut gear dogs for smooth and accurate engagement. The shift forks are investment cast for strength and durability with mainshafts and countershafts that feature major-diameter fit-splines. In addition to these groundbreaking innovations, a CNC-machined, radially uniform shift cam is used for smooth, precise shifting. Every RevTech 6-speed uses a close-ratio 2.94:1 first gear and 0.893:1 overdrive sixth gear, and have chrome covers fitted to cases with polished or black-wrinkle painted finishes.

The only thing to watch out for is installation on '94 and newer models with electronic speedometers, which requires speedometer recalibration. So that's all it takes to equip your bike for reaching transwarp speeds. Oh, yeah, one more thing…fly low!

—Boxcar

Photos: Manufacturer

The concept has finally been driven through our thick skulls: Nobody really reads this drivel calling itself an introduction. Science has long ago proven that the average guy thinks of sex every 15 seconds of the day, every day of his life, and further research—albeit as of yet unsubstantiated—shows that bikers in particular think of sex every five seconds, especially when they read *Easyriders*. So we could write anything here and it wouldn't even register in anyone's mind, as long as there are pictures of naked girls next to the words.

It seems that there really isn't any logical reason for me to write anything about how much fun Biketoberfest will be for those who make it there each and every year. And how they can enjoy the fun in the sun that is Daytona Beach without having to put up with the crowds and traffic so prevalent during the March shindig. How the weather is still nice and warm, the beaches beckoning with white sand dunes and crystal blue waters (watch out for the sharks), and how the beer is flowing freely, the music permeating the balmy nights and life is like riding through paradise.

None of that is important as long as we have an ample supply of women in all stages of undress romping through our pages. Now that is something all of you horn dogs pay attention to.

Thus we give up touting the benefits of Biketoberfest, the last big fiesta before ol' man winter puts ungainly sweaters over those delicious hooters and covers everything else that makes life worth living for the next four, five months with rain, snow, and sleet. Suffice it to say that the following guide will make sure you have a damned fine time at this year's end of summer bash. *—Tripper*

Biketoberfest 2002 Guide

The Calendar

Once again, we need to thank the Daytona Chamber of Commerce for their informative Web site (www.biketoberfest.org), without which our intrepid investigative reporters would have actually had to do some work. We also need to inform you that some of these dates could be subject to change by the time you actually get to read this. Officially, the Biketoberfest runs from October 17 through 20 this year, but as usual, some folks will be there much earlier, stay later, and want to be entertained then, as well. For more info, you can contact the Daytona Beach Area Convention & Visitors Bureau at 800-854-1234 or email them at info@daytonabeachcvb.org

October 10–16

World Famous Iron Horse Saloon - 10 days of Biketoberfest - Motorcycle Olympics, food and fun. For more information call 386-677-1550; 1068 N. U.S. 1, Ormond Beach.

Sopotnick's Cabbage Patch - vendors, food and more. 7 a.m.-2 a.m. daily. For more information call 386-427-8969; 549 Tomoka Farms Road (S.R. 415 and C.R. 4118), Samsula.

Thunder Over Dixie - Ride to Biketoberfest with Stars & Guitars. Ride starts in Nashville, Tenn. and travels through the Southeast to Biketoberfest. For details contact Beau Allen Pacheco 615-799-9694 or www.thunderoverdixie.com

October 13

7th Annual Daytona Harley-Davidson Ride for the Boggy Creek Gang Camp, Daytona H-D. Police escorted ride to benefit Paul Newman's children's camp. For infor call 386-253-2453 or www.daytonahd.com.

October 16–19

Teresi Dyno Drags. Test your meddle against the clock in an all-out Dyno Drag race. Race your friends the safe way on the Teresi Dyno-Drags truck, on Beach Street across the street from Carl's Speed Shop in the Easyriders Pavilion.

October 17–20

Daytona Beach Area Official Biketoberfest Welcome Center - Visitor Info Center inside DAYTONA-USA - Complete listing of all events, activities and loads of information. Sign in and pick up a free map 386-253-8669 or www.daytonabeach.com or www.biketoberfest.org.

City of Daytona Beach Biketoberfest Welcome Center and the Main Street First Aid Station - 503 Main Street - Reception area, event information, 9 a.m.-midnight Thursday through Saturday; 9 a.m.-6:30 p.m. Sunday.

Fire Fighter Motorcycle Medics - Main St., Beach St., Atlantic Ave.—emergency medical service provided by firefighter paramedics on H-D motorcycles. For info call 386-671-4007 or www.ci.daytonabeach.fl.us/fire/motor_medic.htm.

Bike Parking - Peabody Auditorium parking lot, 600 Auditorium Blvd., Daytona Beach. 9 a.m.-12 a.m. Thursday through Saturday; 10 a.m.-12 a.m. Sunday.

October 17–20

Fall Cycle Scene Championship Cup Series Race of Champions motorcycle races and PACE/Formula USA Championship final rounds - Daytona International Speedway, 8 a.m.-5 p.m. daily. Call 386-252-2453 or www.daytonaintl-speedway.com.

Manufacturers Displays & Demos - Daytona International Speedway - Yamaha, Honda, Suzuki, BMW, Harley and more. Corporate display and motorcycle demonstrations. 9 a.m.-5 p.m. Thursday through Saturday; 9 a.m.-3 p.m. Sunday.

Main Street Rally - The place to see and be seen. Festival fun, vendors, manufacturers' displays. For more info call: Main Street Merchants Entertainment 386-252-1922 or 386-255-9525.

Camel Roadhouse - Two great locations: Main Street and Beach Street. Check out the 2002 custom Camel Bikes. Live bands, boot shine and more.

Easyriders Pavilion - Beach Street, across the street from Carl's Speed Shop and Daytona H-D. Aftermarket vendors, bike manufacturers, custom bike builders, food and drink. Experience the rush of the Teresi Dyno-Drags truck.

Daytona Harley-Davidson Dealership Events - Beach Street, live entertainment, expo displays, food court and more, noon-8 p.m. For more information call 386-248-0580 or www.daytonahd.com Riverfront Park, downtown.

Carl's Speed Shop Performance Center - Seminars every hour on the hour. Come visit the real performance alley 9 a.m.-8 p.m. For more information call 386-258-3777 or www.carlsspeedshop.com; 390 N. Beach Street, Daytona Beach.

Pompano Pats - open house, 8:30 a.m. For more information call 386-248-1230 or www.beachstreet-bikes.com; 406 N. Beach Street, Daytona Beach.

Spider's Cycle City at Massey Chrysler. Motorcycle accessories and vendors, 9 a.m.-9 p.m. For more information call 800-262-6946; 300 N. Beach

Daytona Beach News-Journal Biketoberfest Motorcycle Expo - Beachside at the Ocean Center - Free expo featuring motorcycle products and services, apparel, pin-striping and the 6th Annual Big Daddy Rat's Motorcycle Show (10 classes of motorcycles), 10 a.m.-6 p.m. daily.

Convenient Covered Biketoberfest Parking - Central Parking has covered and uncovered parking, 8 a.m.-3 a.m. For more information call 386-255-2656 or charms@parking.com; 701 Earl Street (across from the Ocean Center).

316 Main Street Station Restaurant & Saloon - Daily activities, vendors and more. For more information call 386-248-0085.

Secured Motorcycle Parking - Wild Olive Municipal Parking, located 50 yards south of Main Street behind Chopper's World, 8 a.m.-3 a.m. For more information call 386-255-2656 or charms@parking.com.

Boot Hill Saloon Biketoberfest Party - T-shirts, vendors, live music, contests, 8 a.m.-3 p.m. daily. For more info call 386-258-9506 or www.boothillsaloon.com

Zangi Grotto - Pinewood Cemetery, Main Street - Adopt a plot, walk through, cold bottled water for donations. Solicitation of funds for free dentistry for the handicapped children of Daytona Beach and Volusia County at 316 Main St. Station and Humphreys & Son Jewelers on Main Street, 9 a.m.-9 p.m. For more info call 386-255-6171.

The Heart of Main Street: The Bank & Blues Club, Dirty Harry's, Full Moon Saloon and Camel Roadhouse. Cool drinks, hot bands, great grub, 8 a.m.-3 a.m. For info call 386-248-1611; 700-701-705 Main Street

Froggy's Saloon - D.J. Animal Bob and vendors, 7 a.m.-3 a.m. For more info call 866-376-4497 or www.froggyssaloon.com;

Pit Stop Pub - Contests, prizes, gifts and giveaways daily at 1 p.m. Live band playing classic rock, blues and jazz. For more Information call 386-258-8737 or www.pitstoppub.com; 1114 Main Street, Daytona Beach.

Daytona Beach Police Athletic League - Motorcycle parking at Main Street and Hollywood and at Main Street and Grandview, 8 a.m. to midnight Thursday through Saturday; 8 a.m.-6 p.m. Sunday. Special motorcycles only parking zone, pay $10 for daily rates (enter/exit all day for one fee) as well as event passes for $10. All proceeds benefit the Police Athletic League's Baseball Program. For more information call 386-671-5476.

Secured Motorcycle Parking - Coates Municipal Parking Lot, located 50 yards South of Main Street between Coates and Fern, 8 a.m.-3 a.m. For more information call 386-255-2656 or charms@parking.com.

BMW Motorcycles of Daytona - On site promotions, 9 a.m.-6 p.m. daily. For more information call 386-257-2269, 118 East Fairview Avenue, Daytona Beach.

Biketoberfest Party at the Lyndhurst Hotel - T-shirts, venders, bike parking and more, 9 a.m.-9 p.m. daily. For more information call 386-316-2746; 132 Mary McLeod Bethune Blvd., Daytona Beach.

Second Avenue Merchants Association Street Festival, activities along Mary McLeod Bethune Blvd. For more information call 386-248-0466.

World Famous Iron Horse Saloon - Wall of Death, leather vendors, jousting, burnout pits, free concerts with special surprise guests, 8:30 a.m.-3 a.m. daily. For more information call 386-677-1550. 1068 N. U.S. 1, Ormond Beach.

Jackson Hole Saloon - Live music, vendors, tattoos, bonfire, costume contest, party, 10 a.m.-2 a.m. daily. Free admission. For more information call 386-673-6996 or www.jacksonholesaloon.com 1081 N. U.S. 1, Ormond Beach.

Hog Pen - Mechanical bull-riding at 8 p.m., live music, contests, 11 a.m.-midnight. For information call 386-677-5231; 1069 N. U.S. 1, Ormond Beach.

Highlander Outpost & Goods - Boss Hoss Central, three acres of party area, live concerts, bike show, bikini contest, BBQ, vendors, free bike wash and more. For more information call 386-322-8829; 1821 South Ridgewood Ave., South Daytona.

Sunshine Park Vendor Expo. - Free admission, 9 a.m.-6 p.m. daily. For more information call 386-427-4424; 2400 South Ridgewood Ave., South Daytona.

Last Resort Bar - Music, vendors, food. For more information call 386-761-5147; 5812 Ridgewood Avenue, Port Orange.

Will's Honkey Tonk - Music and more, 10 a.m.-2 a.m. daily. For more information call 386-760-2564; 5005 S. Ridgewood Avenue, Port Orange.

Gilly's Pub 44 - 9th Annual Biketoberfest Concert Series - Hasta Luego Party, live bands, BBQ, vendors, food, no cover and more, noon-8 p.m. daily. For more information call 386-428-6523 or visit them at www.gillyspub44.com; 1889 State Road 44, New Smyrna Beach.

Sopotnick's Cabbage Patch - Vendors food and more, 7 a.m.-2 a.m. daily. For more information call 386-427-8969, 549 Tomoka Farms Road (S.R. 415 and C.R. 4118), Samsula.

Daytona 200 Motorcycle Clubhouse - Camping by donation, open to motorcyclists only. Food and showers available. For information call 386-672-3927; 3602 W. International Speedway Blvd., Daytona Beach.

Spider's Crazyhorse Campground - Food, entertainment, 30 acres of RV and tent sites, $14 per person per night. For more information call 888-438-2729; Daytona Flea Market, U.S. 92 and I-4, Daytona Beach.

October 17

Trike & Radical Bike Day & Show, 1 p.m., Jam-On Productions Biketoberfest Motorcycle Swap Meet Custom European, Antique Bike Shows. Nitro Dirt Drags at the Volusia County Fairgrounds in Deland.

October 18

Plaza Resort & Spa - Live, free rock concert. For more information call 386-267-1611; 600 N. Atlantic Avenue, Daytona Beach.

British & European Bike Day (European Bikes free), 1 p.m., Jam-On Productions Biketoberfest Motorcycle Swap Meet Custom European, Antique Bike Shows, Nitro Dirt Drags at the Volusia County Fairgrounds in Deland.

Biketoberfest Motorcycle Swap Meet, Custom European and Antique Bike Shows, Nitro Dirt Drags at the Volusia County Fairgrounds in Deland.

Nitro Races, 1 p.m. Jam-On Productions Biketoberfest Motorcycle Swap Meet Custom European and Antique Bike Shows, Nitro Dirt Drags at the Volusia County Fairgrounds in Deland.

Giant Antique & Classic ride-in show (69 or older free), 1 p.m. Jam-On Productions Biketoberfest Motorcycle Swap Meet Custom European and Antique Bike Show; Volusia County Fairgrounds.

Biker's Paradise – Free party 1 p.m.-11 p.m. Drag racing, bands, paradise angel search and contests. Camping available. For info call 386-763-1302; www.bikersparadise.com. New Smyrna Speedway.

October 19

Adam's Mark Daytona Beach Resort - Biketoberfest Party on the Beach at the historic band shell. Miss Harley-Davidson contest. For more information call 386-254-8200; 100 N. Atlantic Avenue, Daytona Beach.

October 20

Animal Extravaganza, 10 a.m. - Nitro Races, 1 p.m. Jam-On Productions

Biker Rodeo & Games, 1 p.m. For more information call 301-336-2100. Jam-On Productions Biketoberfest Motorcycle Swap Meet Custom European and Antique Bike Shows, Nitro Dirt Drags at the Volusia County Fairgrounds in Deland.

For Speedway race tickets call Daytona International Speedway, 386-252-2453; daytonaintlspeedway.com.

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17,
DeLeon Springs
904-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave.
904-756-0448

Boot Hill Saloon
310 Main Street, D. B.,
904-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
904-427-0364

Cheyenne Saloon
Hwy. 17 S., East Palatka
904-328-9216

First Turn
5236 U.S. 1, Port Orange
904-760-378

Froggy's
800 Main St.,
Daytona Beach
904-253-0330

Full Moon Saloon
9 S. Wild Olive,
Daytona Beach
904-257-8661

Gilly's Pub 44
1889 State Road 44,
New Smyrna Beach
904-428-6523

Iron Horse Saloon
1068 N. U.S.1,
Ormond Beach
904-677-1550

Jackson Hole Saloon
1081 N. U.S.1,
Ormond Beach
904-673-6996

Last Resort
5812 Ridgewood Ave.
(U.S. 1), South Daytona
904-761-5147

Main St. Cafe/ Al's Alley Pub
821 Main St.,
Daytona Beach
904-257-2323

Molly Brown's
542 Seabreeze Blvd.,
Daytona Beach
904-255-5966

Pandora's Box
319 2nd Ave.,
Daytona Beach
904-252-9163

Ringside
116 E. Dunlawton Ave.,
South Daytona
904-756-0230

Shark Lounge
730 Int'l. Speedway Dr.,
Daytona Beach
904-258-1230

Shingle Shack
640 N. Ridgewood,
South Daytona Beach
904-252-3584

Smiley's Tap
1161 N. U.S. 1,
Ormond Beach
904-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.,
New Smyrna Beach
904-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave.
(U.S. 1), South Daytona
904-760-2564

Willy's Motorcycle World
566 Ballough Rd.,
904-253-2100

Shops & Parts

All American Bike & Cafe
695 Mason Ave,
Daytona Beach
904-257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
904-767-1993

Choppers World
618 Main St.,
Daytona Beach
904-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd,
Daytona Beach
904-255-0566

Claudette & Dusty's Cycles
614 Main St.,
Daytona Beach
904-254-8431

Corbin
814 Main St., Daytona Beach
904-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St.,
Daytona Beach
904-255-4255

Cycle Goodies
300 Ridgewood Ave,
Holly Hill
904-258-5691

Daytona AMW Inc.
118 E Fairview Ave,
Daytona Beach
904-257-7000

Daytona Blackgold Cycles Inc.
541 Ballough Rd,
Daytona Beach
904-258-8020

Daytona Harley-Davidson
290 N Beach St.,
Daytona Beach
904-253-2453

Daytona Indian Motorcycle
402 N. beach Street,
Daytona Beach
904-255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
904-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
904-761-0858

Personal Cycle Service
594 Ballough Rd.,
Daytona Beach
800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
904-322-5533

Robison's Sales & Service
508 W. International
Speedway B,
Daytona Beach
904-255-6788

Peen's Precision Motors
420 N. Beach St.,
Daytona Beach
904-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway
(U.S. 1), New Smyrna Beach
904-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421) Port Orange
904-760-4456

Services

Bikers Against Manslaughter, Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 24-hour free emergency breakdown and legal assistance; free membership cards 800-4-BIKERS

Towing/Bros Club Service
Call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada. If you haven't joined yet but are thinking about it, just call 800-547-2767, and our friendly operators will surely sweet-talk ya into it.

Bike Transportation

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info, call 800-USA-RAIL.

Federal Company
800-747-4100, ext. 217.

Goldrush Motorsports
704-799-2890; fax: 704-799-2892.

Ride Other People's Bikes

Rebel Motorcycle
88-SD-REBEL.

Budget Harley Davidson Rentals
3901 Northwest 28th Street, Miami, FL 33142
305-871-1040

Exclusive Motorcycle Escort Services Inc
4615 Northwest 22nd Avenue, Miami, FL 33142
305-637-7555

Phantom Motorcycles
Miami, FL 33107
305-638-0606

SOBE Scooter Rental Inc
300 23rd Street, Miami, FL 33139
305-604-9826

Campgrounds

ABATE of Florida Inc. Campground - Hot showers, beverages, food, vendors, 24 security, no hook-ups Volusia County Fairgrounds, 904-943-9610.

Bulow World Famous RV Resort/Campground - food and beverages, contests, live bands; Flagler Beach, PO Box 1328. 904-439-9200, fax 904-439-6757. Contact: John Seibel

Crazy Horse Campground
Mailing Address:
910 South Beach Street, Daytona Beach, FL 32114
Street Address:
1425 Tomoka Farms Rd., Daytona Beach, FL 32124
1-888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd. Daytona Beach, FL 321199-1220. 904-761-2663
Contact: Victoria Kenney

Motorcycles Only Camping; Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean rest rooms, showers, food available - Camping by donation. 904-672-3927
Contact Frank Whitacker

Nova Family Campground – Home-style atmosphere, secure park - 1190 Herbert St., Port Orange - 904-767-0095, fax 904-757-1666.
Contact: Lisa

Orange Isle Campground
3520 South Nova Rd.
Port Orange, FL 32127
904-767-9170

Sunshine Holiday Camper Resort
1701 North U.S. 1
Ormond Beach, FL 32174
904-672-3045
Contact: Ms. Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail, next door to the Cabbage Patch; Samsula; 904-428-5459
Contact: Frank Luznar III
http://www.daytonachamber.com/lotnext.htm

Hotels & Motels

Acapulco Inn
2505 S Atlantic Ave., Daytona Beach, FL 32118-5502
904-761-2210

Adam's Mark Daytona Beach Resort
100 N Atlantic Ave. Daytona Beach, FL 32118-4273
904-254-8200

Aladdin Inn
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
904-255-047

Beachcomber Oceanfront Inn
2000 N. Atlantic Ave., Daytona Beach, FL 32118-3399
904-252-8513

Beacon by the Sea
1803 S. Atlantic Ave., Daytona Beach, FL 32118-5003
904-255-3619

Best Western Aku Tiki Inn
2225 S. Atlantic Ave., Daytona Beach Shores, FL 32118-5319
904-252-9631

Best Western LaPlaya Resort
2500 N. Atlantic Ave., Daytona Beach FL, 32118-3298
904-672-0990
www.surfsideresorts.com

Best Western Mayan Inn
Beachfront
103 S. Ocean Ave., Daytona Beach, FL 32118-4321
904-252-0584

Capri Motel
832 N. Atlantic Ave., Daytona Beach, FL 32118-3716
904-252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave., Daytona Beach, FL 32127-5201
904-767-3119

Casa Del Mar Beach Resort
621 S Atlantic Ave., Ormond Beach, FL 32176-7715
904-672-4550

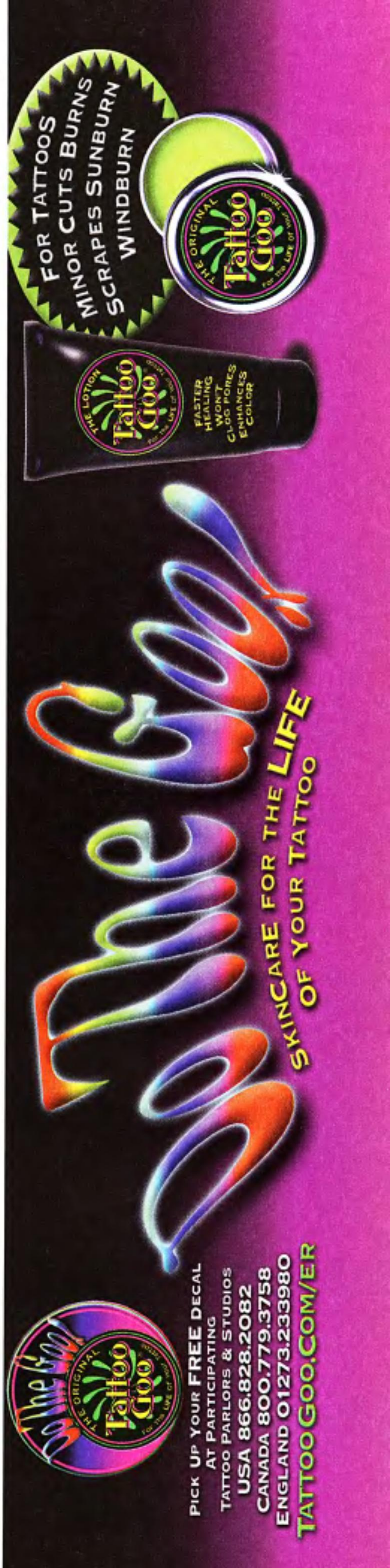
Castaway Beach Resort
2043 S. Atlantic Ave., Daytona Beach Shores, Fl 32118
904-254-8480

Coquina Inn
544 S Palmetto Ave., Daytona Beach, FL 32114-4924
904-254-4969

Coral Beach Motel
711 S. Atlantic Ave., Ormond Beach, FL 32176-7815
904-677-4712

Days Inn Oceanfront Central
1909 S. Atlantic Ave., Daytona Beach, FL 32118-5005.
904-255-4492

Days In Speedway
2900 W. International Speedway Blvd., Daytona Beach, FL 32124
904-2550541



Days Inn Tropical Seas
Oceanfront Hotel
3357 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6308
904-767-8737

Daytona Beach Hilton Resort
2637 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5643
904-767-7350

Daytona Inns – Broadway
219 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4303
904-252-3626

Daytona Welcome Center
616 S. Atlantic Ave.,
Ormond Beach,
FL 32176-7716
904-767-5620

Del Aire Motel
744 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3805
904-252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave.,
Daytona Beach,
FL 32118
904-258-6555

Dream Inn
3217 S. Atlantic Ave.,
Daytona Beach,
FL 32118
800-767-9738 or
904-767-2821
www.dreaminn.com

El Caribe Motel
2125 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5009
904-252-1558

Esquire Motel
422 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3925
904-255-3601

Fountain Beach Resort
313 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4503
904-255-7491

Grand Seas Resort
2424 N. Atlantic Ave.,
Daytona Beach,
FL32118
904-677-7880

Hawaiian Inn
2301 S. Atlantic Ave.,
Daytona Beach FL 32118-5349. 904-255-5411

Holiday Inn DeLand
350 E. International
Speedway Blvd., DeLand
FL 32724-2426
904-738-5200

Holiday Inn Kennedy Space Center
4951 S. Washington Ave.,
Titusville, FL 32780-7319
407-269-2121

Holiday Inn Oceanfront
2560 N. Atlantic Ave.,
Daytona Beach, FL 32118-3204. 904-672-1440

Holiday Inn Spree Resort
600 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3869
904-255-4471

Indian River Inn & Conference Ctr.
1210 S. Riverside Dr.,
New Smyrna Beach,
904-428-2491

Indigo Lakes Holiday Inn
2620 W. International
Speedway Blvd.,
Daytona Beach, FL 32114
904-258-6333

Inn on the Beach
1615 S. Atlantic Ave.,
Daytona Beach, FL 32118
904-255-0921

La Quinta Inn
2725 International
Speedway Blvd.,
Daytona Beach, FL32114
904-255-7412

Magic Carpet Motel
2601 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5605
904-767-7312

Majesty's Court – Fiesta Motel
999 N. Atlantic Ave.,
Daytona Beach,
904-252-1404

Oceanfront Motel
3301 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6308
904-767-1711

Ocean Jewels Club
935 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4762
904-252-2581

Ocean Sands Hotel
1024 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3627
904-255-1133

Ocean Villa Motel
828 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3716
904-252-4644

Oceans Eleven Resorts Inc.
2025 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5007
904-257-1950

Palm Circle Villas
2327 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5345
904-255-4004

Palm Plaza Oceanfront Motel
3301 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6308
904-767-1711
www.palmplaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5319
904-255-0581
www.perrysoceanedge.com

Pier Side Inn
3703 S. Atlantic Ave.,
Daytona Beach,
FL 32127-5201
904-767-4650

Ponce De Leon Motel
3425 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6310
904-767-1511

Quality Inn and Suites
251 S. Atlantic Ave.,
Daytona Beach, FL 3217
904-672-8510
www.qualityinndaytona.com

Quality Inn on the Beach
1615 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4903
904-255-0921

Ramada Inn Resort Oceanfront
2700 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3000
904-672-3770

Ramada Inn Speedway
1798 International Speedway Blvd., Daytona Beach,
FL 32120-1257
904-255-2422

Ramada Inn Surfside
3125 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6223
904-788-1000

Ramada Limited
1000 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3627
904-239-9795

Rodeway Inn Oceanfront
1299 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4801
904-255-4545

Sands Motel
2523 S. Atlantic Ave.,
Daytona Beach,
FL 32118
904-767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave.,
Daytona Beach, FL 32118
904-253-0666

Sea Breeze Motel
1108 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3629
904-252-4363

Seagarden Inn
3161 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6223
904-761-2335

Seashore Motel
320 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3902
904-253-9708

Shoreline Motel
2435 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5401
904-252-1692

Sunglow Resort
3647 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32127. 904-756-9778

Sun Viking Lodge
2411 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5401
904-252-6252

Super 8 - Speedway
2992 W. International
Speedway Blvd.,
Daytona Beach, FL 32124-1009. 904-253-0643

Super 8-Speedway/ Shivan Inc.
1608 N. U.S. 1,
Ormond Beach, FL 32174
904-672-6222

Treasure Island Inn
2025 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5007. 904-255-8371

Tropical Manor Motel
2237 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5319
904-252-4920

Tropical Winds Oceanfront Hotel
1398 N. Atlantic Ave.,
Daytona Beach, FL 32118-3600. 904-258-1016

Villager Lodge
700 N. Atlantic Ave.,
Daytona Beach, FL 32118-3805. 904-255-3411

Vistana Resort at World Golf Village
100 Front 9 Drive,
Saint Augustine, FL 320932
800-477-3340;
www.vistanainc.com or
www.vistana.com/resorts/WGV/default.htm

Whitehall Hotel Conference Center
640 N. Atlantic Ave.,
Daytona Beach, FL 32118-3803. 904-258-5435

TechTips

WIN A J&P CYCLES/ PAUL YAFFE/EASYRIDERS/ CCI CHOPPER

When Paul Gets Finished... That Is.

You, yes YOU might win an awesome J&P Cycles/CCI/Yaffe/Easyriders/CCI chopper! Check the J&P Cycles ad on Page 137 in this issue for details on how you can have the bike of your dreams. One thing first, Paul Yaffe has to build it. Here we see Paul pondering over the sea of parts that make up this wild ride. For god's sake, pick up a wrench and get going, man!

For the past six years J&P Cycles, of Anamosa, Iowa, has given away a custom bike. J&P Cycles calls it their "Build-a-Bike Giveaway." We call it a way-cool Christmas present. J&P Cycles spreads the word about their immense line of products, *Easyriders* makes someone's holidays a little merrier...everybody wins.

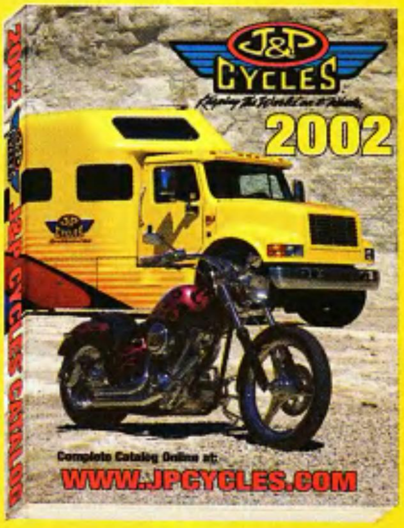
This super chopper is based on Paul Yaffe's Chopper Kit, available through Custom Chrome and J&P Cycles. This bike will include may Paul Yaffe parts and accessories, including Paul Yaffe's Chopper Swingarm frame with a 40-degree rake and 6-inch stretch, Zombie gas tank, Roadster oil tank, exclusive rear fender and D front fender. You'll also find Paul's custom exhaust, custom chopper bars, pistol grips handlebar sets, custom seat, custom intake, Paul Yaffe Signature Series billet wheels and matching billet pulley and rotors. The kit offers billet triple trees, extended front end with chromed fork legs, chromed chopped handlebar control kits and billet forward controls, and quality Avon tires.

The heart of this bike will be Custom Chrome's amazing RevTech 100-inch polished motor, a RevTech polished 6-speed transmission, and a Primo belt drive. Naturally, when Paul gets through bolting it all together, the chopper will also be wearing one of his incredible custom paint jobs.

Thanks to Custom Chrome and Paul Yaffe this bike will be awesome from head to taillight.

J&P CYCLES

NEW 2002 CATALOG



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Classy RevTech wheels.

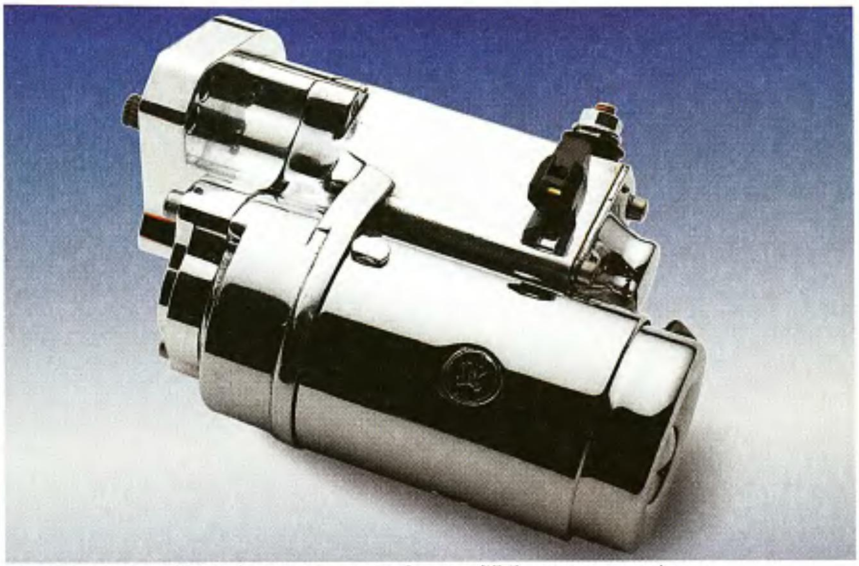
If you take a close look at one of the Paul Yaffe kits, you'll find that it is incredibly complete, and remarkably simple to put together, a straightforward build that Paul says would take the average home-garage bike builder about a 100 hours. "The sheet metal is fitted, the tanks are done, and every nut and bolt is there," adds Paul who says, "It's so complete that you could lock yourself in the garage, and not come out for anything until you ride it out of there." Paul and his crew have put several together for customers, and have also built up one for the Kyle Petty charity run. He's also, as of this writing, in the first stages of putting together the *Easyriders* J&P Cycles Build-a-Bike. "First, I put all the parts in the circle, and there were hundreds of them, like we said, a really complete kit. Then we'll do a mock-up, a fitment check of the rolling chassis with the raw metal, then record some helpful hints for preparing the bike for paint, show you how to install the motor and tranny and their alignment, and detail some points like wheel spacing and setting up the wiring harness, then put it all together and paint it." All the above will be mapped out in upcoming *Easyriders* articles following the Giveaway Bike as it evolves from dream to reality, and finally into someone's driveway, and it could be yours. But you can't win unless you enter, and that's free, too.

Check out examples of the kit on the Web at: www.paulyaffeoriginals.com. You can also purchase the Paul Yaffe Chopper Kit and tons more cool stuff from the J&P Cycles Web site. Just ride the Web to: www.jpcycles.com. You'll find the Paul Yaffe Designer Chopper Kit listed as Part# 95-375-CC.

J&P Cycles also has a new 850-page catalog, including 90 pages of great new stuff adding to the 35,000 different part numbers listed.

So, check out the J&P Cycles ad in this issue and enter to win this bike. Do it today damnit!

—Paul Garson



This CCI starter will crank over your new chopper 'til the cows come home.

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Master builder Paul Yaffe's fusion of the hardtail look with the comfort of his Softail chassis combines to create the perfect chopper geometry. Loaded with many Paul Yaffe originals (available nowhere else) like the Chopper Swing Arm frame with a 40 degree rake, the Zombie gas tank, custom exhaust and chopper bars, "signature series" wheels, and much more along with the RevTech 100" polished motor and six-speed tranny, this is truly a custom scoot.

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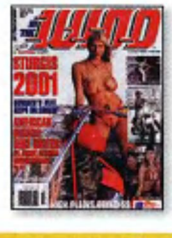

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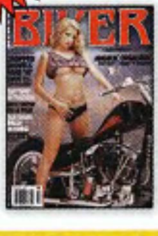

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Winner will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

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Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/J&P Cycles and none will be returned. Winner grants Easyriders/J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the major prize winner, send a separate stamped, self-addressed business envelope to: 3rd Annual Christmas Gift Sweepstakes Winner, Easyriders, Inc., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

TechTips

TP ENGINEERING PRO-SERIES 124

This Means War!

As engine displacements keep escalating well over 100 cubic inches for V-twin cruiser motorcycle engines, several American manufacturers are waging an all-out war that has them designing and developing bigger and better power-plants for us to drool over.

TP Engineering is one of them, and their newest 124-inch motor seems to be their most potent weapon to date. TP Engineering founder Tom Pirone says that his company's business is about innovation and improvement, and not about merely catching up with the competition. Such a proactive attitude is demonstrated everyday by TP as the company relies on years of first-hand, real-world experiences from its early beginnings as a speed and machine shop to one of the leaders in motorcycle engine manufacturing today. "It's one thing to recreate, quite another to identify and develop solutions to problems—whether they are design improvements, better raw materials, or a combination of both," Tom says. "We are leading, not following in other's footsteps."

TP Engineering can probably make these claims because, as the saying goes, "It ain't bragging if it's true." The first manufacturer to successfully develop a 4 1/8-inch bore cylinder, the first to develop and patent a high-pressure oil pump, TP stakes its claim on innovation, research and development.

"Recognizing that big-stroke engines would require greater attention to the strength of internal parts, TP's Pro-Series engine line boasts the finest components as well as design mechanics," Tom points out. TP has realized remarkable growth because the aftermarket industry and custom bike shops around the country have discovered the high level of performance, technical service, and consistently reliable engines and related products coming out of TP Engineering's manufacturing facility in Bethel, Connecticut.

After experiencing great success with a 3 5/8-inch cylinder bore with their 96-cubic-inch engines, TP realized that the next logical step was to move to 4 inches and start re-examining the design and functional mechanics of the internal parts. "The combination or the mix of ingredients will change as you get above 100 cubic inches—there needs to be detailed research and exhaustive testing to determine how everything will work together," Tom explains. "We think of it as an intricate symphony of timing. TP's goal is to make a hot, street-use motor that's at the same time fun to ride, reliable, powerful, that sounds great and looks sharp too."

Improvements began quickly as TP realized the direction the motorcycle-engine industry seemed to be going: big, bigger, biggest. Now, the company is selling their biggest motor yet—the powerful 124-cubic-inch engine. This new Pro-Series engine features new rocker boxes that are a hit with custom bike builders. Compression ratios over 9.8 or 10 to 1 seemed somewhat illogical to the TP team, at least for the everyday rider,

because the gas station at the corner isn't selling you 103 octane; too much compression can actually be a detriment to engine performance. "Everything needs to work in harmony. Increasing compression without examining the probability that the end-user would be using at best 93 octane, we determined the ideal ratio for us, where power and performance are maximized in real-world scenarios," Tom says.

Using specially designed camshafts from the technicians at Crane, TP found the timing harmony was achieved. Analyzing factors such as cylinder head airflow and movement, valve size, exhaust side dynamics, and compression ratios led to the perfect match of camshaft design and timing specs. "We found the right combination for the big-bore engines, and it's proven to be a real winner," Tom says. This was evident at this year's V-Twin Expo, as TP took Motor of the Year honors for their 121-inch engine, a follow-up to their Powertrain Builder of the Year award in 2000.

Cylinders were beefed up and fin surface area increased to provide better cooling; the tried-and-true method of encapsulating cylinder sleeves in the casting process, to ensure stability inside the cylinder, is also important to function and strength.

The technicians from Edelbrock, recognized throughout the industry as a performance powerhouse, teamed up with TP to create cylinder heads that would complement and maximize the performance characteristics of the big-bore powerplants. Then the extra step is taken at TP Engineering as the heads are CNC-ported. This time-consuming process is critical in achieving the desired result: consistency within a thousandth of an inch. The combustion chamber is also CNC machined. Cast cylinders and heads can have a fairly high level of variance through shrinkage or mold wear or just the variability in the casting process itself; with CNC machining, those variances are eliminated. The result is incredibly a well-balanced compression area between the front and rear cylinders, providing much smoother riding characteristics.

No corners are cut when it comes to internal components, from the stainless steel 1-piece valves to titanium top collars to TP's new steel rocker arms—forged from 4140 steel—everything focuses on strength, durability and function.

The unique design of TP Engineering's Pro-Vent Rocker Box—a 2-piece beauty that's machined from billet—recognized potential weakness in stanchion design on stock rocker boxes, so they machined the stanchion as part of the rocker box itself and not as a separate piece. TP redesigned the way oil separates from the air and air flows out from the engine. The end result: easier air movement creates less crankcase pressure and separates the air from the oil more efficiently and nearly eliminates oil carry-over into the air filter. The new design also recognized an opportunity to reduce noise, so extra wall thickness was incorporated without affecting easy-install bolt-on features for the aftermarket. The sleek rocker box is beautifully chromed and provides continuity to the entire top end—more evidence of TP's understanding of the interrelation of all the parts in both form and function. TP Engineering also manufactures transmissions with the same approach. The high-performance, high-horsepower engines will require trannies that can tolerate and respond to the power put out of these engines—wall thickness, swingarms, motor-support mounting

areas—all beefed up to match strength with strength.

The crankcase design and bottom-end components have always been the foundation of the engines coming out of TP Engineering, with incredible strength characteristics developed at each phase. Take the pinion shaft from any stock engine, and compare it to the pinion shaft that TP machines for their motors and you will immediately see the difference—increased mass where it's needed, at the flywheel. With the appetite for horsepower and strength a given in the marketplace, TP Engineering recognizes the areas where stress and function meet. Spending countless hours at the CAD station determining where strength and mass can be joined to achieve the best function is where the true talent begins and the knockoffs end. Even on the few purchased parts, like the pinion bearing, TP determines what works the best (in this case, more roller bearings than any other stock part) and will specifically design and engineer their specifications so a perfect union between parts is achieved. If the R&D staff can make it better, they will.

TP Engineering has researched oil flow technology as it relates to oil pumps, and developed the TP Pro-Series Billet Oil Pump (U.S. Patent No. 6,230,680), which delivers oil to the crankshaft at idle (where it's really needed). It's an innovation that will undoubtedly add life to any V-twin motorcycle.

This strategy, orchestrating the perfect harmony between all functioning parts, achieves TP's primary goal: to keep your scoot on the road. The horsepower, the rear wheel torque, the flat-out beast of an engine, means absolutely nothing if the bike is just sitting in the garage.

For more info on this, or any other TP product, contact them at 203-744-4960; www.tpeng.com.

—Chase Stewart

Photos: TP Engineering

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7/25-7/27	Honda Homecoming - Maryville, OH
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ReadersRides

Tex Lawrence
Kirkland, Arizona
2001 Rigid TC88

Tex Lawrence is a bro who, despite his moniker, hails from the fine state of Arizona—through no fault of his own, I'm sure. There he enjoys all-year-round riding weather, and for this reason, Tex has built himself a fine little TC88 hardtail, which he, waxing poetic, calls "Ain't Nothin' but a Thing." Sweet, ain't it?

Sweeter even is his thought that his bros and sisters would like to take a look at some of his stuff, which is why he sent us a bunch of slides and a CD Rom with five dozen pictures on it. Alas, we suffer from severe space constraints.

Also not included for said reason is the long, epic saga of how Tex came to own this beautiful sled; let's just summarize it by saying it was his ol' lady's fault. Loquacious to a fault, Tex hid all the technical facts concerning his bike well, but detective Tripper has the patience of a Tibetan monk and a calloused eardrum. Here are his findings in brief: 2001 TC88 motor, 2001 5-speed tranny on a 2000 Chrome Horse wide rigid frame (4-inch stretch, 36-degree rake), single disc brakes front (Hard Body) and rear (GMA). There's a Mikuni 42mm carb, straight Porker pipes, 2-inch stretched gas tank, 10-inch-over Wide Glide, Le Pera seat, Excel Billets hand controls, Hard Body foot controls, and a 200-series rear tire.

Everything was assembled by Tex, with the help of his equally talented bro Rod Darsey. Special thanks are also directed to Capt. White, Brad at MID-USA, and Tex's old lady. Oh, and some guy named Dave did the "Mercedes yellow, dark blue, with burgundy fuckin' flames, buffed to a shine."

It only took Tex and Rod three months and plenty of beer bottles hitting their heads (I didn't want to know why they kept getting hurt by beer bottles—maybe they didn't have a church key) until they were done.

And after all this work and verbosity, it still ain't nothin' but a thing.

—Tripper

Photos: owner

ReadersRides

Merlin Rajnowski
Sterling, Illinois
1995 Daytec Wide Drive

Exuberantly stoic, Merlin describes his magical touch with which he transformed mere parts into this beautiful custom in simple, terse phrases. "I built it originally, then I redid it and showed it, and the third time is how it is now."

Bravo, Merlin, you simply waved your magic wand and—shazzam!—there she stood, in her black-candy violet glory. But that wasn't good enough for you, was it? And once again, the wand appeared: Now she was yellow with checkerboard graphics. And still, the artist's soul inside you let you know that you should have gotten something better than that Kmart wand, but you waved it a third time—it's a charm, after all—and holy smokes! The perfect dress for a fairy tale princess: plum chameleon with white pearl. Cinderella's fairy godmothers couldn't have done any better.

And just look at the stuff she's made of: a '95 Daytec Wide Drive frame with a 5-inch stretch and 38-degree rake, which magically appeared at your doorstep on December 27, 1995, thus making the bike a '95. "Had the frame come four days later," you observe, "the bike would have been a '96, since in Illinois, it's the frame that determines the year of the bike." Those wacky Illinoisers.

Then there's the 104-cubic-inch Sputhe motor with the RevTech heads, the Crane cam, and the Compufire ignition, all exhaling through Grumpy's custom pipes. Where were Dopey and Sneezy and the rest of the gang when all this was happening?

Maybe they were busy organizing other parts, such as the 6-speed RevTech tranny, Pro-One wheels, or PM brakes fore and aft, the Jesse James fenders... just to name a few.

You've done an outstanding job, great Merlin, and still you're not satisfied. As of late, you've added a Legends suspension and Obsession handlebars, the ones with the gauges, and again you say you want to change her dress. You might want to double-check, but I think there's a limit on how many time you can wave that magic wand. Or does that only refer to genies in bottles? *—Tripper*

Photos: owner

Chris Clemons
Warren, Michigan
1975 Electra Glide

Talk about overcoming incredible odds: Chris here has scrimped and saved for a long time until he was finally able to purchase this '75 shovelhead and spend thousands more dollars into restoring and upgrading it.

So what, you say? Sure, people do that all the time, but they don't always do it Chris' way. He managed to keep...well, I'll let him tell the story.

"I've been waiting 34 years to get me a Harley, and I finally did it!" he says excitedly. "I had me a little nest egg stashed away the little woman didn't know about, and I went and bought the bike and then took it to Cycleville, which is right up the road from me, and put some more money into it, and here she is!"

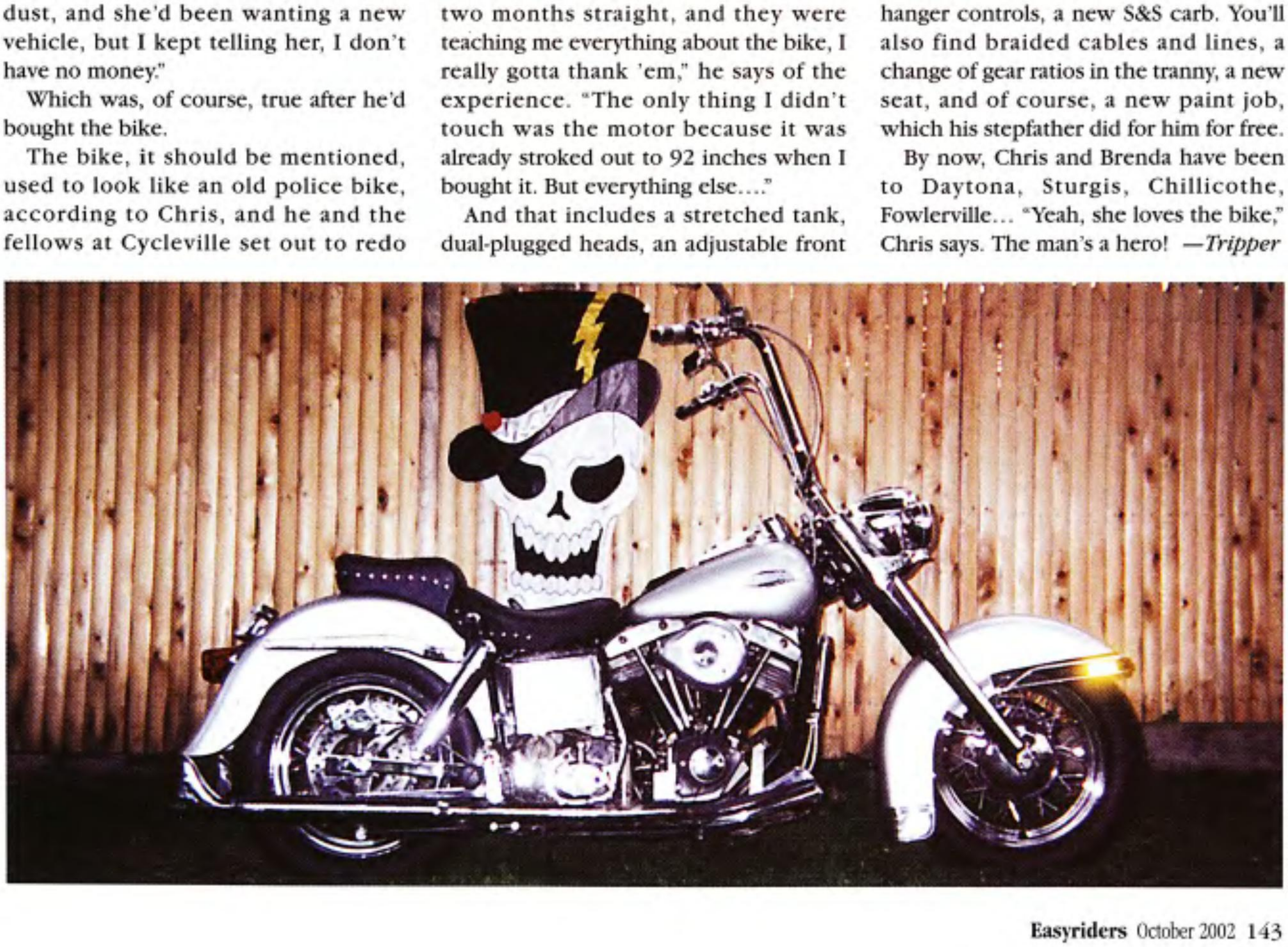
Of course, once the ol' lady, Brenda, saw the bike, found the receipts for the work done and added them all up, the shit hit the fan. "Yeah, we had a big fight," Chris laughs, "our van had bit the dust, and she'd been wanting a new vehicle, but I kept telling her, I don't have no money."

Which was, of course, true after he'd bought the bike.

The bike, it should be mentioned, used to look like an old police bike, according to Chris, and he and the fellows at Cycleville set out to redo almost everything. "I hung out there for two months straight, and they were teaching me everything about the bike, I really gotta thank 'em," he says of the experience. "The only thing I didn't touch was the motor because it was already stroked out to 92 inches when I bought it. But everything else...."

And that includes a stretched tank, dual-plugged heads, an adjustable front end, chroming everything, attaching ape-hanger controls, a new S&S carb. You'll also find braided cables and lines, a change of gear ratios in the tranny, a new seat, and of course, a new paint job, which his stepfather did for him for free.

By now, Chris and Brenda have been to Daytona, Sturgis, Chillicothe, Fowlerville... "Yeah, she loves the bike," Chris says. The man's a hero! *—Tripper*



Photos: owner

ReadersRides

Florence Lanzi
Anzi, Conneticut
1995 Sportster

Florence is living a dream, she says. She's taken this little beauty to seven shows all around her home state and taken home six trophies so far. But that's not the point for her. "I've never been in control of the throttle before, only a passenger," she says. "But when 1999 rolled around, I knew I could make my dream come true. So, I found this Sportster with 600 miles on it, bought it, and had the seller bring it to my home, because I didn't know how to ride it."

She quickly signed up for a safety course, got her license, and the rest, as they say, is history. "People can't believe it's me, because when they see me in my suit in the doctor's office…I don't know, I guess I'm well rounded," she laughs.

After Florence, who works as a medical secretary, bought the bike, she took it to Bridgeport H-D and had the folks there give it that retro look, with the sea foam green paint (very popular in '67) and saddlebags harking back to 1966, at least style-wise. "I went through a Harley catalog and picked out everything," Florence claims, "from the master cylinder cover to the turn lights, even the rim around the headlight to make the light look recessed."

Florence loves her bike so much, she'd take it up to her second-floor apartment, "but the landlady won't let me!"

Even her mom was ecstatic when she found out. "She's 100% on my side," Florence says. "I'm gonna be 40 years old in October, and I've never felt better with the goal I have achieved in my life!"

Since this is the October issue, I guess we should wish Florence a happy birthday—may she roam/ many more years/ on her Sporty/ of green sea-foam.

Florence, by the way, is still single and says she'd love to hook up with a guy who appreciates a lady who rides. I told her to come on out our way, we here at the rag would love to show her our appreciation, but we suddenly got disconnected…. She probably realized that her dream would turn into a nightmare. *—Tripper*

Photos: owner

"Of course you have inner beauty. I love what's in your bra and panties..."

MORE FROM MINNEAPOLIS

ROAD TESTED WFT CHOPPER

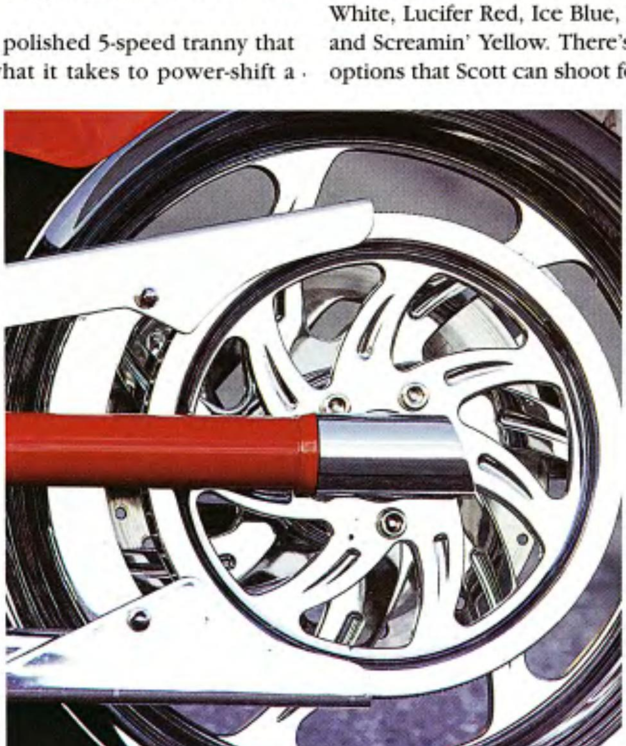
There's no doubt the fat tire craze is runnin' rampant on the streets these days. That's okay, though, 'cause believe me, there's abso-damn-lutely nothin' wrong with a firm, wide rear end—especially when ya pair it with a gorgeous, extended front end. No, I'm not talkin' about a dream date, unless ya consider hittin' the street on one of the baddest factory custom choppers around your kind of night out. I don't know about you, but it works for most of the tramps I know, including yours truly. Just throw yer leg over the Danny Gray saddle and lean back, way back, grab the WFTC's bars and let 'er rip.

Minneapolis Custom Cycle's WFT (that stands for Wide Fuckin' Tire) Chopper is the kind of beast that is just dying to be unleashed. Like some nasty street bitch, this bike sends its deep, muscular rhythms rumbling out of a 113-inch mill, which is carefully assembled by MCC's master mechanic, Gregg Klopp. Greg also works as crew chief for MCC's Top Fuel drag bike team, so let's just say these guys know how to put

together a serious motor. The beautifully polished mills turn out around 105 ponies in standard trim with a10:1 compression ratio and a 0.600 lift cam. Plenty for most, but Greg can build hotter motors for the fearless that'll put well over 120 horsepower to the ground.

MCC equips each bike with a polished 5-speed tranny that shifts so smoothly that it has what it takes to power-shift a gear or two—a guaranteed way to blow past the competition on your way to the next stoplight, but you didn't hear that from us. A Rivera Pro-Comp clutch effectively transfers all this torque to the rear wheel with no hint of slippage from its home inside the chromed primary.

Housing the formidable drivetrain is a sleek Daytec frame, a perfectly solid platform for the powerful WFTC. The chassis is then outfitted with Wernimont fenders and a stretched 4.6-gallon D&D fuel tank, to create the flowing lines that lead to a 12-over, inverted-style Spyke front end. Rake and trail were well calculated by MCC and Daytec so this lengthy chopper suffers from none of the flop that can be associated with some long bikes.



All of MCC's paintwork is handled by Scott at Airea 5150 and you've got your choice of seven different color combinations of ass-kickin' flame jobs including Hellacious Orange, Angel White, Lucifer Red, Ice Blue, Bad Ass Black, Passionate Purple and Screamin' Yellow. There's also some very trick skull paint options that Scott can shoot for ya if flames aren't your trip.

MCC's WFTC also features your choice of polished, CNC-machined billet wheels in seven styles—the Spade, Rino,15-Spoke, Rio, Arc, Star and Euro, all made right here in the U.S. of A. And for showin' off, matching pulleys are also available. Excellent Thunderheart brakes are standard equipment and do a helluva job haulin' one of these freight trains to a halt.

Check out MCC's Web site at www.mplscustomcycle.com for a better look at the features available, a peek at MCC's line of apparel and you can even check out their race team in action. Don't forget to look for MCC's nasty new Top Fuel dragster this year at upcoming AHDRA events.

—Boxcar

Easyriders

General
Fabrication: ....Minneapolis Custom Cycle
Year and make:......2002 MCC
Model: ....WFT Chopper
Assembly: ....MCC
Time: ....3 weeks

Engine
Year: 2002
Builder:...........................MCC
Ignition: ....Spyke
Displacement: ....113 cubic inches
Cam: ....S&S 0.600
Carb: ....S&S Super G
Pipes:............staggered duals

Transmission
Year: ....2001 MCC

Painting
Painter: ......Scott—Airea 5150
Color:...................Lucifer Red
Type: ....House of Kolor
Special paint: ....Scott—Airea 5150

Frame
Year:...................2002 Daytec
Type: ....rubber-mount
Rake: ....43 degrees
Stretch:......................6 inches
Shocks:................Progressive Suspension

Accessories
Handlebars: ....drag
Risers: ....built in
Handlebar controls:..........CCI
Fenders: ......Russ Wernimont
Headlight:.......................billet
Taillight: ....of course!
Speedo:...........................VDO
Pegs: ....MCC
Foot controls: ....MCC
Gas tank:.........................D&D
Oil tank:.......................Daytec
Seat: ....Danny Gray
Mirrors: ....yup
Grips: CCI
Oil system: ....slippery

Front end
Type: ....inverted/12 inches over
Builder:.........................Spyke

Wheels

Front
Make: ....MCC
Size: 21-inch
Tire: ....Avon Venom-X
Brake:...............Thunderheart

Rear
Wheel: ....MCC
Size: 18-inch
Tire: 250/40R-18
Brake:...............Thunderheart
Photos:..........Michael Lichter

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ComingAtYa

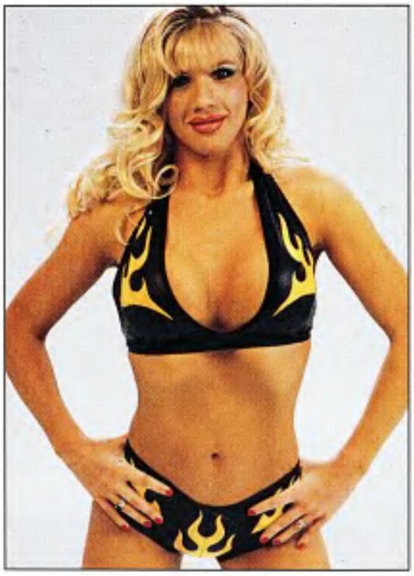
The nasty November 2002 issue of *Easyriders* (No. 353) takes you to Laconia for the kick-ass Loudon Classic. We'll ride with country music stars Montgomery Gentry for a good cause then hit the Sam's Town Run in Tunica, Mississippi for some Harleyween fun.

We're proud to present the new 2003 100th Anniversary Harley-Davidson Model Lineup in this issue, see the all-new custom cruiser by Victory motorcycle, and visit Ron Simms to drool on his new Road Blasters.

In the custom bike garage you'll find a wild Hot Rod from New York's Gasoline Alley, Jim Nasi's Camel Bike, and our road test this month puts the new Santa Cruz Chopper through its paces.

All this and more is rippin' your way in the nitrous-powered November *Easyriders*!

On sale October 8th



The outrageous October 2002 issue of *V-Twin* (No. 18), brings you 11 wild rides including the latest from master builders Eddie Trotta, Don Hotop, and Donnie Smith. Check out a Rough Ridin' True Road Tale, then meet Big Al of Chronic Choppers, and ride to the mega Myrtle Beach Run. You'll also meet go-fast expert Nigel Patrick, get TWO great Guides; one that tells you all you need to know about Biketoberfest, and a Tech Guide to aftermarket Tanks and Fenders. If that's not enough we'll introduce you to the Bad Girls of sexy Streetware for a look at some revealing cycle fashions and also show off the latest Motorclothes from Harley-Davidson. It's a non-stop roller-coaster of two-wheeled frantic fun in the spooktacular October issue of *V-Twin*.

On sale September 10th

The awesome October issue of *Biker* brings you a righteous rigid pan, a Saudi Arabian shovelhead, and killer coverage of both Daytona and Arizona Bike Week! It's more fun than a slippery nipple! Honest. *On sale now*

September's issue of *In The Wind* (No. 110) is jammed with the Daytona Bike Week action we all seek. Plus, see Kombat Kitty purr on a hot '35 VL. A 32-page outsert (newsstands only) reviews the 2002 Easyriders Bike Show Tour. *On sale now!*

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